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WORLD'S BEST SELLING MILITARY MODELLING MAGAZINE

MILITARY MODELLING

"KRUPP'S SPORTS CAR"

Accurate Armour's Panzer I

THE 8th KING'S ROYAL IRISH HUSSARS

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FOR ENTHUSIASTS BY ENTHUSIASTS
NEXUS

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VOL 27 No.4 1997

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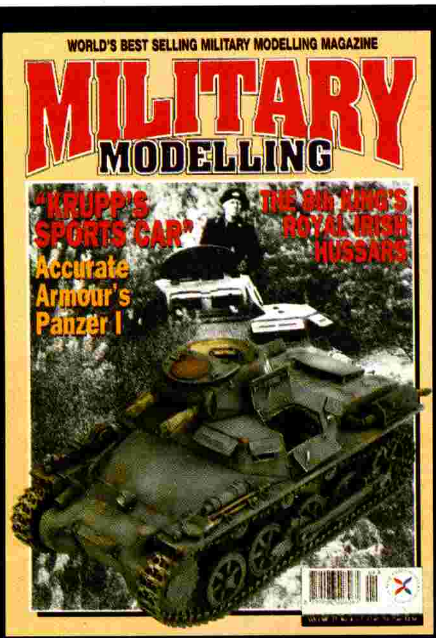

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COVER: Accurate Armour's 1:35 scale kit of the German PzKpfw 1 Ausf A assembled and painted by Brian Wells. Feature begins on page 22 this issue.

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INFORMATION / DIARY DATES

The Royal Regiment of Wales are currently on public duties in London at Buckingham Palace, St James's Palace, the Tower of London and Windsor Castle. Gary Gibbs' camera caught two officers with the Regimental mascot and handler at Wellington Barracks on 7th December. Our sister title Regiment *will be featuring the Royal Regiment of Wales in a future issue.*

IPMS Model Show

The IPMS (UK) Leicestershire Branch are holding their Model Show on Sunday, 14th September at the Broughton Astley Village Hall from 1pm to 5pm. This will feature open model competitions for seniors and juniors. For further information please contact Martin Connolly, 40 Richardson's Close, Broughton Astley, Leics LE9 6NU, tel: 01455 284600 or 01455 284305.

Men-at-Arms

As from 17th February, the Eastbourne 'Men at Arms' Wargames Club night will be changed from Monday night to Tuesday night at 7.30pm. The venue, the Old Bowls Pavilion, Seaside, Eastbourne, remains the same. The Club secretary is Trevor Body who can be contacted, tel: 01323 735417.

Sword and Lance '97

The Darlington Military Modelling Society will be presenting Sword and Lance on Saturday 26th April at the Arts Centre, Vane Terrace, Darlington, between 10.30am and 4.30pm. For further details see Steve Kirtley's preview on page 13 or contact: Colin Holmes, 127 Dinsdale Crescent, Darlington, Co. Durham DL1 1EZ. Tel: 01325 489801.

13th Regional Exhibition

The Championnats De L'Quest De Figurines are organising their 13th Regional Exhibition of Figurines and Modelling, which takes place in La Possonniere, near Angers, France, on the 24th and 25th May. The competition includes 22 categories of figures, two for AFVs, all with diorama possibility entries. For further information about the association and model show, please write to the President, Patrick Auqinet, 12 rue de Villeneuve, 86340 Nouaille Maupertuis, France.

Lunch Time Talks

The National Army Museum will be continuing their successful lunch time talks programme with a series of talks based on their new Gallery 'Redcoats; the British Soldier 1415-1792'. Talks will take place on Thursdays at 1.15pm and will last approximately 40 minutes. Visitors should assemble in the main foyer of the Museum. All talks are free and no tickets are required.

10th April - Whose side are you on? (Uniforms, Colours and Confusion).
17th April - Civil War Defences of London.
24th April - Caring for the past (Conservation of weapons for the new 'Redcoats'` Gallery)
1st May - Turncoat? (The Life of General George Monk).

As the subjects of talks may be altered at short notice, visitors who wish to attend a particular talk are advised to telephone the Museum on 0171 730 0717 to check for any programme changes.

Thurrock Scale Model Club

The Thurrock Scale Model Club who meet at the Grays Adult Education Centre, Bridge Road, Grays, Essex on the 3rd Friday of every month at 8pm. New members are needed for the Club and all are welcome whatever their age or modelling experience. More information on the Club is available from John Davies, tel: 01375 406895; or Steve Moore, tel: 01708 853139.

Red Army Guards

The 2nd Guards Division (Red Army) is a living history society dedicated to representing an accurate portrayal of the men and women serving with the Red Army during WWII. The Club is non-profit making and although portraying a largely Communist organisation they have no political affiliations and politics are not allowed.

The Club stages static uniform and livings history displays at various military shows using authentic items of equipment wherever possible. To be historically correct women are actively encouraged to 'join the ranks'. If you're interested contact the Membership Secretary for a membership form by enclosing a SAE to 2nd Guards Division, 21 Elsing Close, meadow Rise, Newcastle upon Tyne NE5 4SW. Alternatively, contact The Unit Commander, 2nd Guards Division, 29 Streete Court, Victoria Drive, Bognor Regis, West Sussex PO21 2RL.

Diamond Jubilee

The Victorian Military Society will celebrate Queen Victoria's Diamond Jubilee over the weekend of 28th-29th June, 1997 at the Historic Dockyard, Chatham. There will be a pageant of cavalry, infantry and artillery parading before 'Queen Victoria' accompanied by her son 'Albert Edward, Prince of Wales'.

Participants include the

▶

Band of the Honourable Artillery Company, The Corps of Drums of the Cinque Ports Rifle Volunteers, numerous uniformed re-enactment groups including a Naval landing party, pipers plus Victorian characters and street entertainers. The Victorian Military Society's own 'Diehard Company', who re-create the Middlesex Regiment of the 1880s will be displaying. Featured will be trade stands and competitions for modellers and wargamers, plus a Victorian costume competition.

The attractions of the Historic Dockyard are open to the public and its admission charge covers free entrance to the Jubilee Pageant. Admission to the Dockyard will be free to those in Victorian Costume - and Blue Peter Badge holders! Discount rates are available for parties and there is ample free parking for cars and coaches. There's a regular train service from London Victoria and Charing Cross stations and a free bus service will run from Chatham railway station to the Dockyard on the Sunday.

For more information on the event contact Dan Allen, Hon Publicity Officer, Victorian Military Society, 20 Priory Road, Newbury RG14 7QN.
Tel: 01635 48628.

Aero Space & Vehicle Club Show

The Community Centre, Church Road, Wombourne, near Wolverhampton is the venue for the Aero Space & Vehicle Club's Annual Model Show planned for Sunday, 7th September, 1997. The Show runs from10.30am until 4.30pm at the Community Centre which is just off the A449 road. Featured will be figures, military vehicles, aircraft, spacecraft, trucks, cars and ships.

Further details from Johan Van Leerzem, Bells Lane, Stourbridge, West Midlands, tel: 01384 278600, or Norman Robinson, 10 Otterburn Close, Heath Hayes, Cannock, Staffs WS12 5TW, tel: 01543 276025.

Sunderland Model Show

The Sunderland Scale Model Club will hold their Model Show on Saturday, 6th September 1997 at the new, and larger, riverside venue of Manor Quay, Charles Street, Monkwearmouth, Sunderland, Tyne and Wear. Doors open at 10am and the Show runs until 4pm. Model displays, figures, tanks, aircraft, trade stands, old and new kits, ships, books, etc., will feature along with a modelling competition. Refreshments and bar facilities are provided. For further information tel: 0191 548 0744 or 0191 513 0489.

Carolina Toy Soldier Show

The South Carolina Military Miniature Society will sponsor the 5th Annual Southeastern Toy Soldier Show on Saturday 16th August, 1997 at the South Carolina State Museum, Columbia, South Carolina. The Show runs from 10am until 5pm; admission is free and covered in the admittance to the Museum. For further details telephone Jack Matthews on 803-768-1341. ■

NEXT MONTH

Volume 27 No.5 will be published 18th April 1997

Military Modelling is now published every four weeks and throughout this year there will be an extra SIX copies of your favourite magazine to look out for. Keep an eye on this 'NEXT ISSUE' panel in each magazine for the publication date of the next one in line.

Your future copies of **Military Modelling** will, henceforth, be identified by an issue and volume number rather than by month and year.

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Features to look out for ...

- **Sergeant Cacciatori d'Africa**
  Building an Italian soldier at Adua 1889 - step-by-step.
- **The Tank Modelling Course**
  The first full resin tank kit - Part 1 building Cromwell Models' 1:35 scale British A10 Cruiser.
- **The 8th King's Royal Irish Hussars**
  Second part of our popular British Cavalry Regiments Remembered.
- **Fortress Louisbourg**
  History re-enacted at Cape breton island, Nova Scotia.

Sword and Lance '97

A Preview by Steve Kirtley

William Wallace -
a Silver awardl for
David Mitchell.

Sword and Lance is now a well-established event in the modelling calendar, not only in the north east of England, but also further afield, judging by the level of interest shown, and also the distances some of the competitors and exhibitors travel to be there. We have even had an enquiry from as far away as Germany!

Sword and Lance 97 takes place on 26th April, 1997 at the now customary venue of Darlington Arts Centre, Vane Terrace, Darlington.

To give a flavour of the forthcoming show, this article contains a review of last year's event which proved as popular as ever. Last year's show had all the usual ingredients that have proved so popular over the years, with the combination of a well-supported painting competition, many trade stands and good displays of not only models, but also militaria.

As usual the event was split across two halls within the Arts Centre, with one hosting the painting classes and the other, larger room containing the trade stands and displays.

As well as trade stands, there were a number of displays from other modelling societies, some of whom had travelled a considerable distance to be there - as ever, we are very grateful for their valued and perennial support.

In the other room the various competition classes were very well supported. What follows is essentially the 'edited highlights' from a personal stand-point - I couldn't begin to do total justice to the wide variety of quality pieces on view. We use the 'Open' system of judging at Sword and Lance which means there are First, Second and Third within a stated model is given the standard of award achieved, so there can be several Gold, Si and Bronze awards within a single section.

It was particularly pleasing to note several entries in the Junior section, with a Gold awarded to Anne-Marie Harthill for her Dragon Trompette this following her considerable successes at last years show. She also picked up a Silver and a Bronze award in that class.

There is also an Intermediate class at Sword and Lance which attracts considerable support. The Gold was won by A.C. Miller for his Bradley M2, a most proficiently finished AFV. The Miscellaneous section is provided to cover models of a non-military nature and resulted in two Gold awards, two Silver and five Bronze awards.

The Aircraft class is popular and no Golds awards were made last year, but there were three Silver and Seven Bronze awards gained.

Last year, vehicles were, perhaps, slightly less well-supported than in recent years, but the quality remained high!

The Military Modelling section is for conversions and scratch built models and attracted 28 entries. David Mitchell of the West of Scotland club deservedly took Gold for his Hornet based conversion, 'Sergeant, 1st Engineers C.S.A., 1864'. This was an excellent study of a tired soldier leaning on his shovel. Derek Holmes also won Gold for his Sir Roger de Trumpington, which is now commercially available and has been recently reviewed in **Military Modelling** magazine - a finely sculpted and painted piece.

The Figure Painters' class attracted the largest number of entries, and there were three Gold awards. I am pleased to say I won a Gold for my version of the Le Cimier Mounted Mameluke.

The prestigious 'Best in Show' award is arrived at by a vote of all the judges and also the competitors entering on the day. It was very pleasing for me to win the award this year with my Mameluke. Keith Durham, the well known sculptor kindly agreed to present the awards, with the Gold award winners receiving a plaque engraved and cast by club-secretary Colin Holmes.

The day went very well, and very quickly! Thanks are due particularly to Colin Holmes for his unstinting hard work in organising Sword and Lance events and designing and producing the trophies, etc.

Sword and Lance '97 will take place on 26th April - See you there! ■

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PLEASE NOTE: we are now unable to return photographs submitted for the Readers' Models page. Ensure you do not send originals or negatives, but please do include your name and address, plus a description of the model.

READERS' MODELS

**A picture of your model could be here...
Send your photos to Readers' Models,
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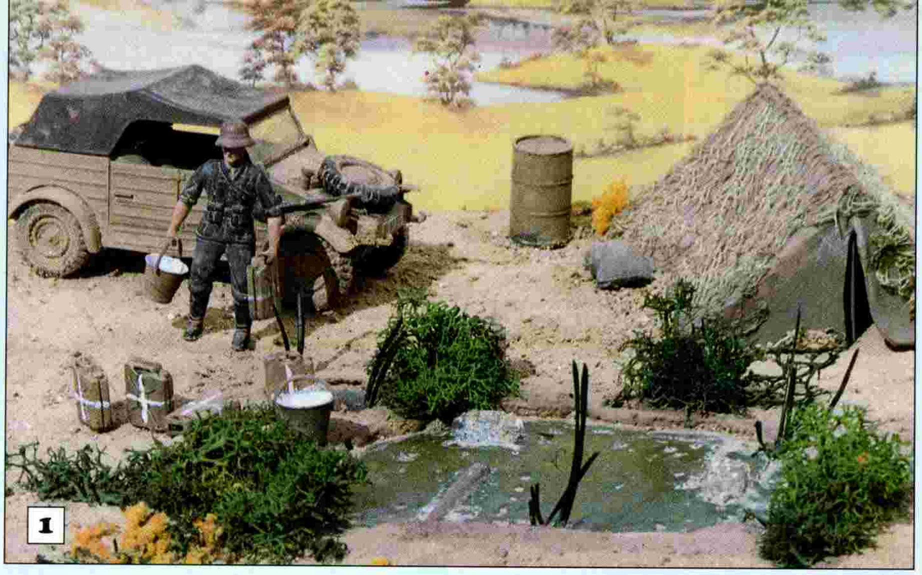
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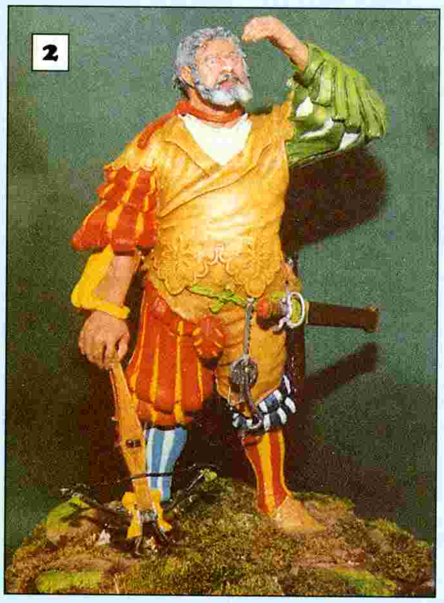
1. Tamiya's 1:35 scale Kübelwagen, tents and accessories on a scenic base with a Peco backdrop modelled by Phil Wyborn-Brown. **2.** *Mr T. Hicks painted Series 77's 150mm Landsknecht Franz Döring in oil colours and made his scenic base from Polyfilla with stones and natural moss from his garden.* **3.** *Inspired by his fellow countryman Mike Blank's painting of Louis de Nevers, Swedish reader Thomas Hellquist had a go at Verlinden Productions English Knight.* **4.** *Italian reader Tiepolo Carlo Maria, a pupil of veteran modeller Cesar Milani, painted this 13th century man-at-arms.* **5.** *An interesting 1:35 scale diorama of a Sturmtiger (Tamiya) being replenished with rockets from an Opel Blitz (Italeri) built by Ian Meller. The figures are Verlinden Productions converted for the task. The base was built to display Ian's models in scenic settings, instead of building a new base for each one.* **6.** *Adelmo Benvenuti is an Italian reader who likes to scratch build medieval figures and paint them in acrylic colours. This is his French knight c.1100 which he based on contemporary illustrations.*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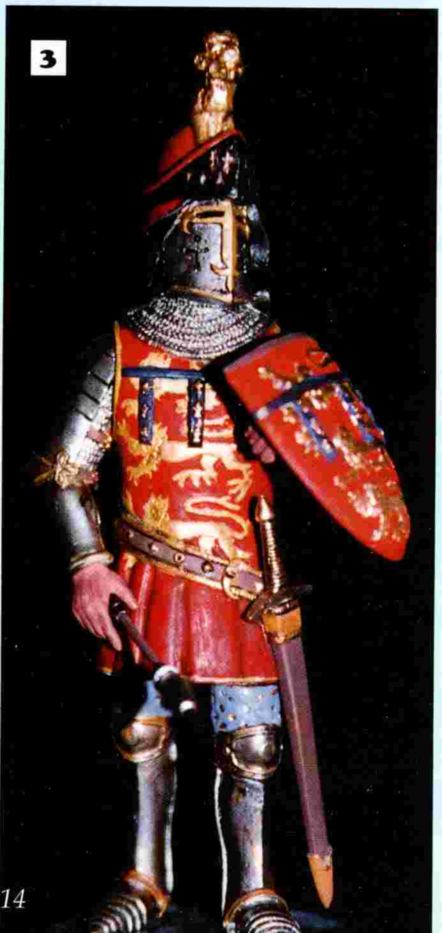
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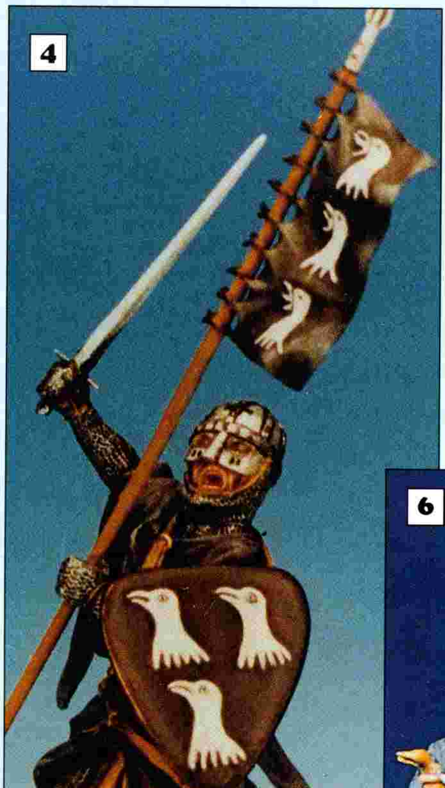
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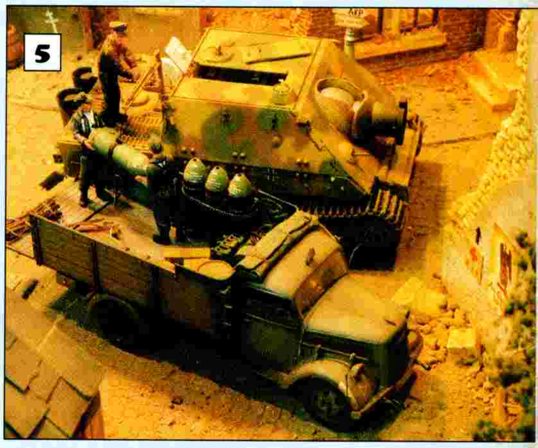
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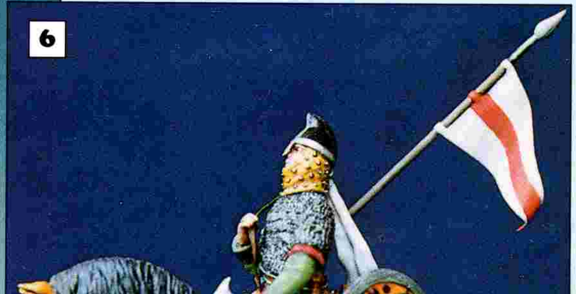
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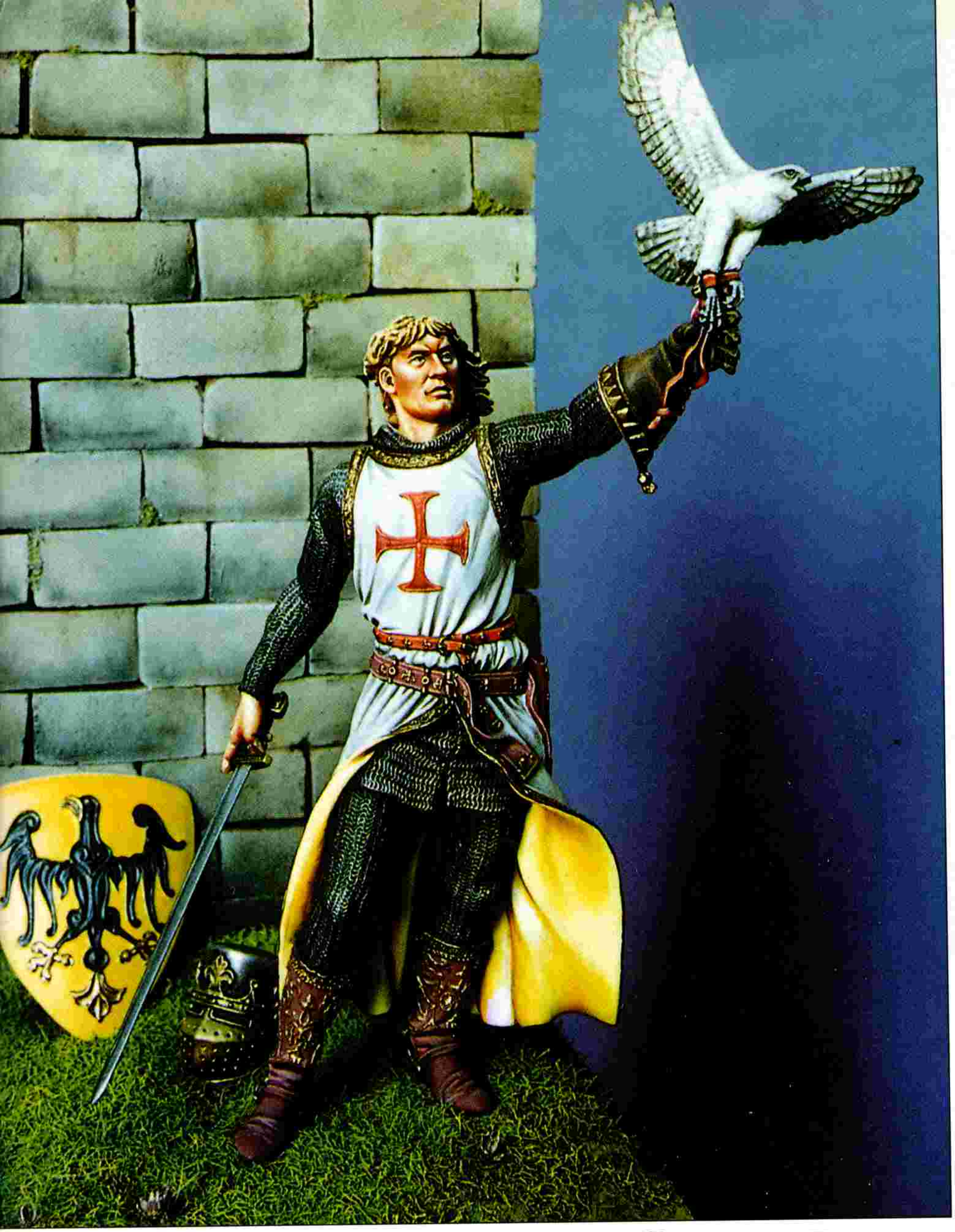


A Popular Choice

Last issue we featured Pegaso's 90mm kit of Frederick II converted to a mounted figure by Mario Turicchi. In response to requests Mike Blank shows how he painted and displayed this popular figure kit

Working as a sculptor nowadays, I rarely find the time to paint any commercial kits bigger than 54mm, but when I saw Pegaso's release of Frederick II I could hardly resist buying it! (And judging by the numbers seen at shows, quite a few other modellers couldn't resist it either!)

The figure is cast in high quality white metal with a lot of parts which go together with hardly any putty. Epoxy glue (two part) was used throughout the assembly process. All mould lines were carefully removed using a scalpel and wet and dry paper. After washing in warm, soapy water I primed the figure using Flouquil grey spray primer.

Painting sequence

The figure was painted in separate assembled parts (glove holding falcon, hand holding sword, body, helmet, shield and scabbard).

The face was painted first, as usual, going for a healthy complexion with 'blondish' hair and blue eyes. The white surcoat was painted using white, plus a touch of black and Natural Wood (110). Yellow was used for the lining, shaded with Hardened Leather (62) and Burnt Umber oil paint. The gold trimming was carefully shaded and highlighted to bring out the nicely sculpted embroidery. Gold printers' ink was used for the yellow metal parts, shaded with Burnt Umber. The falcon was painted using good references, taking care to achieve the right features.

Basework

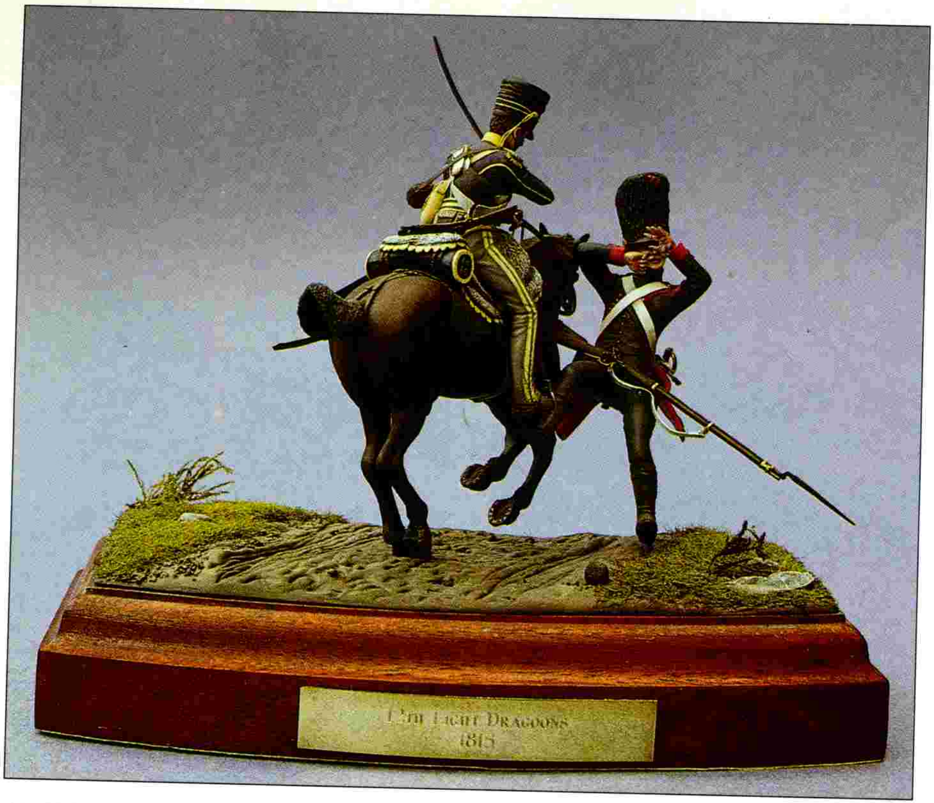
I decided to add a wall as a backdrop which also aided in placing the shield. The whole figure was kept clean from any weathering (I really had to restrain myself!) to achieve a more romantic vision which went very well with stylised pose and attitude of this lovely figure.

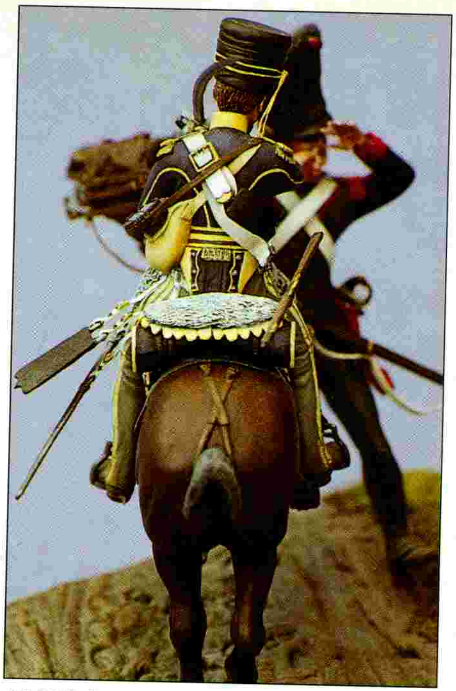
As always the base came from Oakwood Studios and the name plate from Premier Engraving Co. This figure took some time to assemble and paint, but was really worth all the effort and time it took. It's a beautiful figure, so do take your time. You won't be disappointed with the final result.

Availability

Pegaso Models from Historex Agents,
Wellington House, 157 Snargate Street,
Dover, Kent CT17 9BZ.

Oakwood Studios, 396 Ring Road, Beeston
Park, Middleton, Leeds LS10 4NX. ■





ABOVE: Rear view of the light dragoon. Note the use of the pewter straps to support the various items of equipment to suggest motion.
LEFT: Front view of the model and its base.

Encounter at Waterloo

Brian Courtney produces a vignette using Historex figures kits and spare parts

When I first became interested in military modelling in the 1970s, the superb Historex conversions produced by modellers like Max Longhurst and Graham Bickerton represented the very pinnacle of the hobby.

Although Historex kits have rather 'gone out of fashion' now, I still enjoy their variety, detail and versatility of subject. For a while, production of the figures stopped, but fortunately they are now freely available again, albeit at a much higher price! Historex Agents of Dover still carry the available range

The Battle of Waterloo was fought in 1815 and is a particular interest of mine, and I wanted to make a vignette depicting an event from this historic battle. The attack by the Union Brigade on the French artillery batteries is well known. However, whilst reading the book *The Waterloo Letters* edited by H.T. Silborne, I discovered that the 12th Light Dragoons had also reached the French guns in their charge. The Silborne book makes fascinating reading (even if the validity of some of the information has been questioned recently), and has given me a number of ideas for future models.

I decided to show a light dragoon trooper in the act of cutting down an unfortunate member of the Old Guard Foot Artillery making an interesting change from the usual Scots Grey!

Planning

I am a believer in spending some time in planning the layout of all of my models. A small vignette like this one does not take as much consideration as a boxed diorama, but a little thought at this stage can reduce problems later on!

The first stage was to temporarily stick the parts of the horse and the two figures together with Blu Tack. This gives me a chance to see how the various elements relate to each other, and to roughly try out different poses.

I then took the base I had chosen (a rectangular one with a bow front in this case) and tried different positions for the horse and figures. After a little experimentation, I arrived at a composition that I liked. Now that I had a clear idea how the model was going to fit together, I started work on the figures themselves.

The Light Dragoon

Historex produced a kit of a British light dragoon, and this formed the basis of the horse and rider. The kit represented a trooper from another regiment, but a few minor changes were all that was required to convert it to the required 12th Regiment.

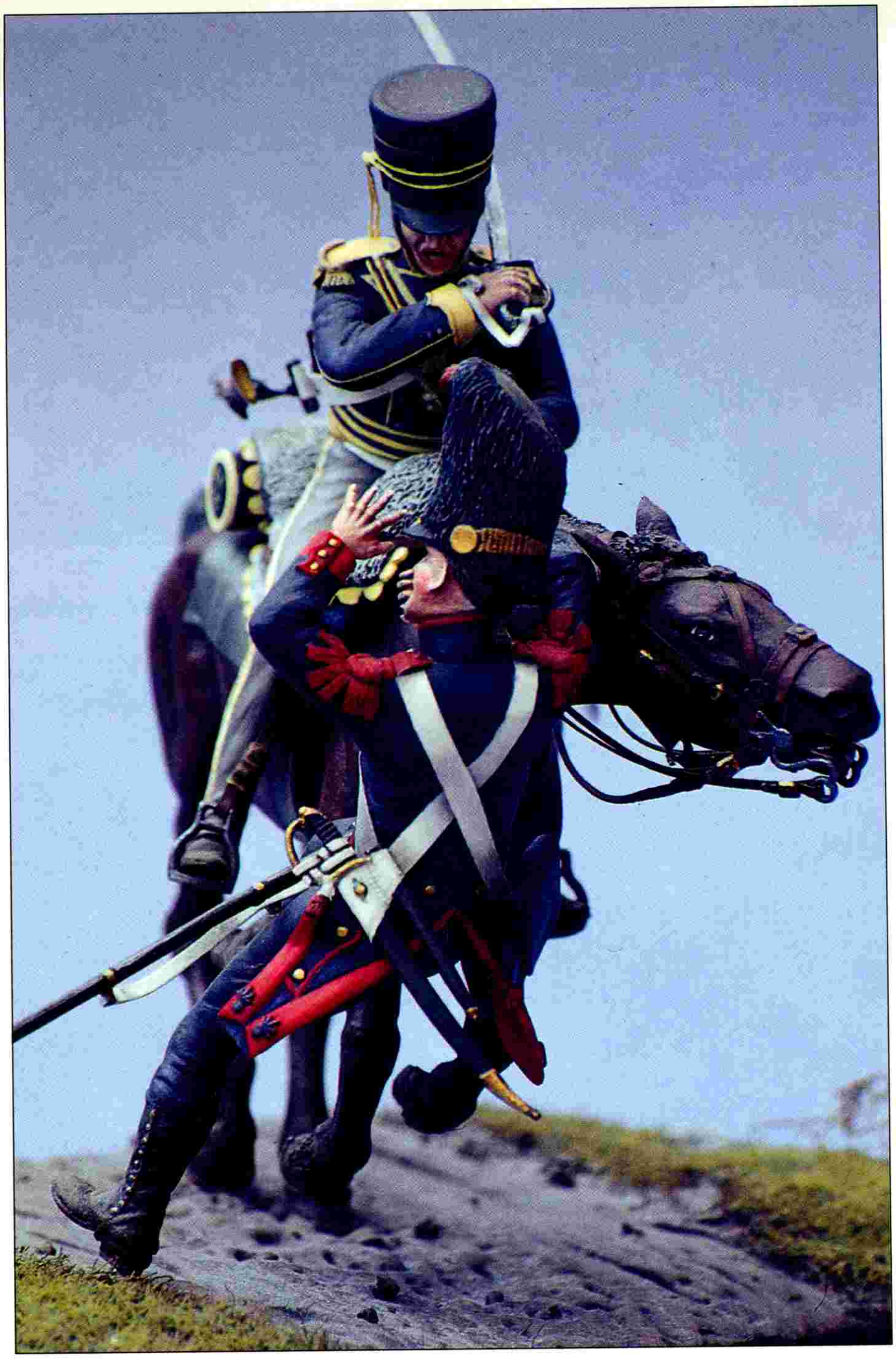
I replaced the kit head with the invaluable 'shouting head' from the Historex spare parts range, as this suited the pose I had in mind very well. One of the criticisms of Historex figures is that they are rather 'wooden' assembled straight from the pack, and many of the available faces lack expression. Since the figures have been reissued, a new range of heads is available with more animated faces, which gives a lot more flexibility to the modeller.

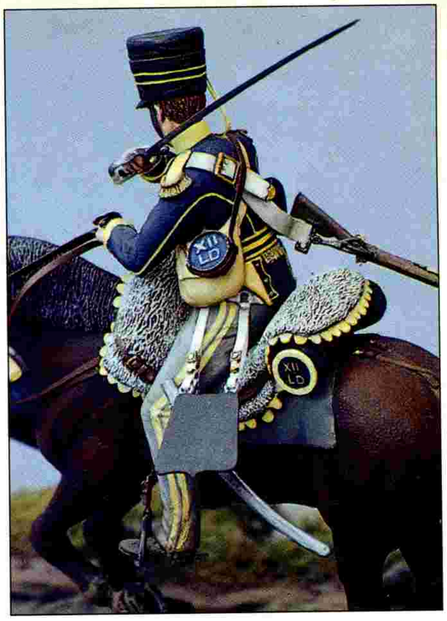
A shako in a campaign cover was also added, and a suitable replacement right arm chosen from my spares box. Apart from these additions, the remainder of the figure used the parts that came with the original kit.

I wanted the figure to be leaning forward in the saddle, with his right arm drawn back to deliver a backhand cut. The major modification required to achieve this pose was to cut a wedge from the top of the assembled legs, at the point where they join the body. The angle of this wedge determined the degree of 'lean' of the body. It was easier to cut the wedge from the legs rather than the body, and this also used the degree of detail that was lost in the process.

As this was an 'action pose', I wanted to animate the various items of equipment to show the effect of the movement of the horse and rider. The straps for the sabretache, scabbard, water barrel and the carbine cross belt were all made from thin sheet pewter. This material is strong enough to support the various items in the required positions once they were super glued in place on the straps. I glued the haversack in place, and then filled the gaps between it and the figure with Milliput, to give a more realistic appearance. The cap lines leading from the shako to the body were made from fuse wire.

One thing I always do with Historex figures is to remove the hands from the arms at the wrists. This enables me to work on the hands, by emphasising the separation of the fingers with the point of a scalpel, and bending the fingers slightly, so that they appear to be actually gripping the objects they are holding. I did this for both the left hand holding the reins, and the right hand grasping the sword hilt. The end of the sleeves were then hollowed out using a drill, and the point of a scalpel. I extend the wrists on the 'amputated' hands slightly with Milliput so they can be inserted into the hollows drilled in the ends of the sleeves and glued in place after painting. This gives a surprising (and very useful) degree of flexibility in positioning of the hands.





ABOVE: Side view of the light dragoon.
LEFT: Rear view of the artilleryman figure. This shot shows some of the extensive work done to remodel the harness on the horse's head.

The final bit of conversion work on the rider was to cut away the collar detail on the head and add a replacement collar from thin sheet pewter to the body. Not only does this look more realistic, it also makes it easier to adjust the final position of the head on the body.

The Horse

Having finished most of the work on the rider, I now turned my attention to the horse. Sorting through my collection of Historex horse parts, I chose two body halves and a head that gave me the galloping pose I was looking for.

The first job was to hollow out the underneath of the hooves and fit Historex horseshoes. I detailed the fetlocks with a pyrogravure, and then glued the body halves together. A hole was drilled up the rear left leg from the hoof and a length of aluminium tube glued in to act as a peg to secure the horse to the base. I now turned my attention to the head. First, the lower jaw was cut away and it and the upper jaw were hollowed out. Front teeth were added from plastic card and a protruding tongue from Milliput.

Some years ago, I read an article in ***Military Modelling*** March 1986 by Dr. Mike Thomas about reworking and improving the harnessing on Historex horses. I decided to use his techniques on my model. The exact methods are fully described in the article, and basically consist of removing all the moulded-on detail, and replacing it with individual straps cut from electrical insulating tape. It was a lot of work, but it certainly improved the appearance of the model considerably and I was very pleased with the final result.

Having replaced the harnessing on the horse's head the assembly of the rest of the animal was completed and the saddle girth and remaining straps added. I removed the rolled greatcoat from the saddle arch, and replaced it with one made from tissue paper. The blanket under the saddle was also made from tissue paper, with a coat of liquid sprue to hide the unrealistic texture. The tissue paper appeared rather thin and insubstantial on the completed model and I wished that I had used rolled out Milliput instead. The sheepskin saddle cover was also given a coat of liquid sprue and textured with the pyrogravure.

I have found on previous models that the joint between the rider and the horse is a potential weak spot on Historex figures. They tend to part company in time. To make sure that this did not happen, I drilled a hole into the rider's crotch and glued a short length of 1/8th inch aluminium tubing firmly in place with super glue. The saddle was put in place on the horse and the rider held as close to his final position as possible. The angle and location of the tubing was checked and a 3/32nd inch hole drilled right through the saddle and well into the neck of the horse. The rider was then lined up, and pushed fully into position. A bit of work was required with a rat tail file to open up the holes, but eventually I achieved a snug and very secure join.

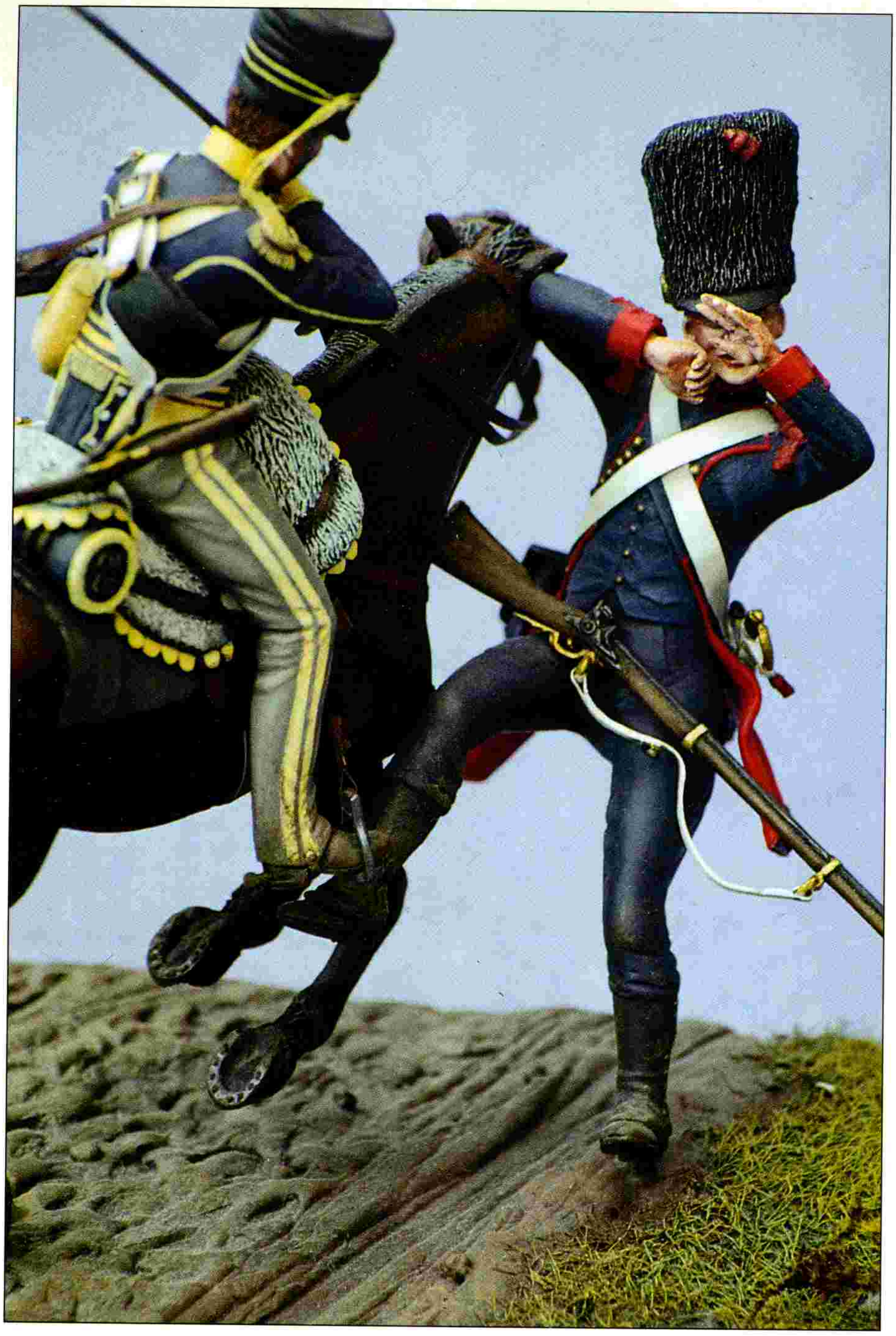
Old Guard Foot Artillery Figure

I wanted to show this figure reeling backwards, having been hit by the charging horse of the light dragoon. A number of years ago Historex produced some converters packs which had a range of parts in various animated poses. By combining a body and one leg from one of these packs with a second leg and arms from my spares box, I came up with a basic pose which matched quite well with what I had in mind. With a bit of work with a file and the addition of a pair of coat tails from a mounted figure, the construction of the body was well on the way to being finished.

I chose the head meant for a figure firing a musket from the range of spare parts. The tilt to the head and the grimace on the face were ideal for the required pose. My references indicated that the Foot Artillery of the Old Guard wore their bearskins without covers or cords during the 100 days campaign, however, the cloth patch on the crown of the bearskin did have an oilskin cover, so I filed off the raised detail on the kit part to represent this.

The final stage in the construction was to add the cross belts from plastic insulating tape and the various items of equipment. The fringes of the epaulettes had to be reworked where they were displaced by the raised shoulders.

The foot figure was to be supported on the base by a length of aluminium tubing glued into a hole drilled up through the ▶



ABOVE: Front of French Old Guard Artillery figure. Note the musket in the process of falling to the ground.

heel of the left foot. In addition, I glued a short pin of thin brass wire in the right shoulder of the horse. The other end of the pin was glued into a hole drilled in the right thigh of the foot figure when the finished figures were eventually fixed to the base. This ensured that the horse and artillery man were kept in close contact, and provided more security for both the figures.

Painting

When I started making Historex figures, oil paints were very much the preferred medium for anyone who was serious about their military modeling. After much trial and error, I eventually managed to develop an oil painting technique which I was reasonably happy with, and have stuck to this ever since. A wider range of painting styles are in use now, and masters like Bill Horan have shown that oils are not the only way to produce good results.

All parts were first carefully washed in diluted washing up liquid detergent. Once everything was dry, they were undercoated in matt Humbrol enamels of a similar shade to the final colour required. This was allowed to dry for at least 24 hours before the oil painting started.

The major factor in successfully oil painting a figure is to keep the coat of paint very thin indeed. I mix the required colour and apply a small amount to the appropriate part of the figure with the largest brush that can be conveniently used. The majority of the paint is then wiped off the brush and the paint on the figure is spread out over the required area, cleaning the brush frequently until just a very thin film of paint remains.

Once the base coat has been put on, the shadow colour is carefully blended into the still wet base coat in the relevant places. Again, a very small quantity of paint is used to avoid a build up. Another brush is then used to apply the highlight colours. I also like to very gently stroke a broad, soft brush over the whole area once the highlights have been added. This smooths out the paint, but you have to be careful not to lose the contrast between the shadows and highlights at this stage.

I have recently begun to apply a final light highlight once the rest of the paint is dry. This increases the contrast and adds life to the final figure.

Base and Groundwork

I chose a bow-fronted base for this vignette and covered the top with a layer of Milliput, first scoring the surface with a Stanley knife to provide something for the groundwork to key into. The action in the scene is taking place on an earth road, heavily rutted by the passage of horses and artillery vehicles over the wet soil. This rutting was represented by rolling a spare Historex cart wheel through the Milliput whilst it was still soft. A spare Historex horseshoe was mounted on a scrap of sprue and pressed into the Milliput for good measure. Several small pieces of stone pushed into the Milliput represented rocks.

Holes were then drilled through the layer of Milliput and into the base to accept the aluminium pegs in the feet of the horse and artilleryman. The figures were temporarily pushed into position, and more Milliput built up around the feet to provide a secure and realistic attachment to the base. The figures were then removed, and the Milliput was given a coat of diluted white glue. Fine sand and a few small stones were sprinkled over the base to give some texture. Care was taken to prevent any sand sticking to the areas where the feet were to go. The base was then left to dry thoroughly.

The whole of the surface was then undercoated with earth-coloured matt Humbrol paint, before a top coat of oil paint was added. Basic shadows and highlights were painted and again the base was put aside to dry. Another coat of white glue was put on the areas either side of the road and static grass sprinkled on. A thin wash of Burnt Umber oil paint was added once the glue had dried. Light dry-brushing with various shades of yellow and green oil paint completed the groundwork. The figures were then glued into position, using epoxy adhesive. A name plate from Premier Engraving completed the model.

I am never totally happy with a model once I have finished it. The little mistakes (which few other people would probably notice) always seem to jump out at me. This is probably a good thing, as it gives me an incentive to try a bit harder next time. However, I was generally quite pleased with this one, in particular the remodelled horse harness.

Now, what should I try next? A clash between the Life Guards and French Cuirassiers perhaps? Plenty of harnesses there!

References

The Waterloo Letters, Edited by H.T. Silborne.
Horse Harnessing for Modellers, article by Dr. Mike Thomas in the March 1986 edition of ***Military Modelling***.
The Thin Red Line (1815 Light Dragoons), D.S.V. and B.K. Fosten.
Waterloo Uniforms - British Cavalry, John Mollo
Artillerie à Pied de La Garde Rousselot Plate Number 85.

Availability

Historex kits and spare parts are stocked by Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ. Lists are available on receipt of a SAE. ■

Military Model Section

The Military Model Section was a self-contained row of glass display cases containing the entries.

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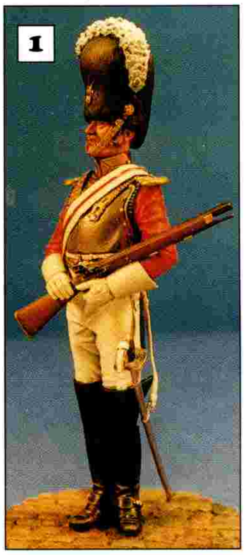

The International Model Show and Model Engineer Exhibition

This year's show saw an increase in numbers and quality in the Military Modelling Section

The International Model Show and Model Engineer Exhibition was held at Olympia, London over the end of the Christmas period, opening on Sunday 29th December and running into the New Year.

Judging the competitions at this year's event was a little fraught, to say the least. In previous years the judges had deliberated on set-up, the day before the show opened, but this year it had to be done on the opening and first public day. While this didn't cause many problems for the judges of the bigger models on display, for those of us looking at smaller exhibits, boats, vehicles, small scale railways and military figures and vehicles, displayed in cabinets, it wasn't very easy.

The Military Model Section was located in the Central Hall in its own area. Unfortunately, no specialist manufacturers, except for MacMahon's 93rd, had trade stands there, but Poste Militaire and Historex Agents each had display cases showing their range of kits with details of their mail order services. Hopefully, the next show may see the lack of trade stands rectified and the return of some of the military model manufacturers and retailers.

The models in the military classes, with a few exceptions, were displayed in tall glass cases with glass shelves. Although these were lit, they do have a serious disadvantage in that models on the bottom shelf are only a foot or so off the ground and require a lot of stooping to see them. Thankfully where space was available the models had been moved up to the upper shelves and the bottom displays left empty. There is no easy solution to this, save perhaps changing the design of case in use, while taking into account the space available. However, as mentioned, this layout didn't accommodate everyone. An example of disjointed display was three 1:35 scale dioramas entered by Chris Lloyd-Staples which were displayed ▶

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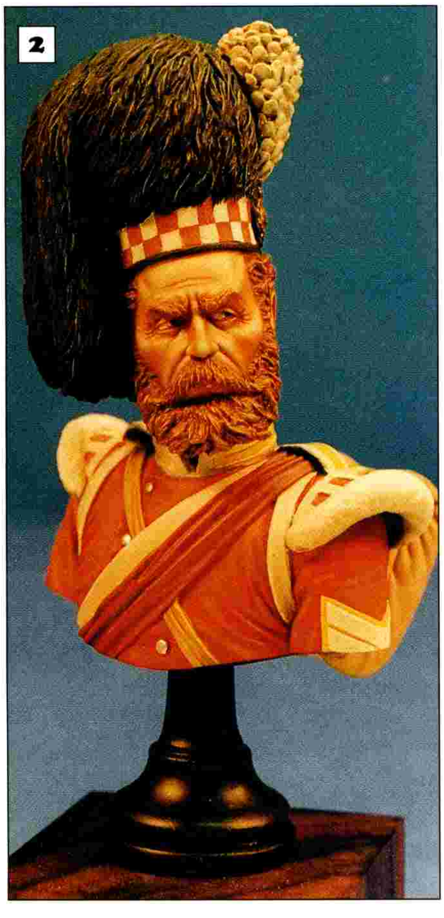

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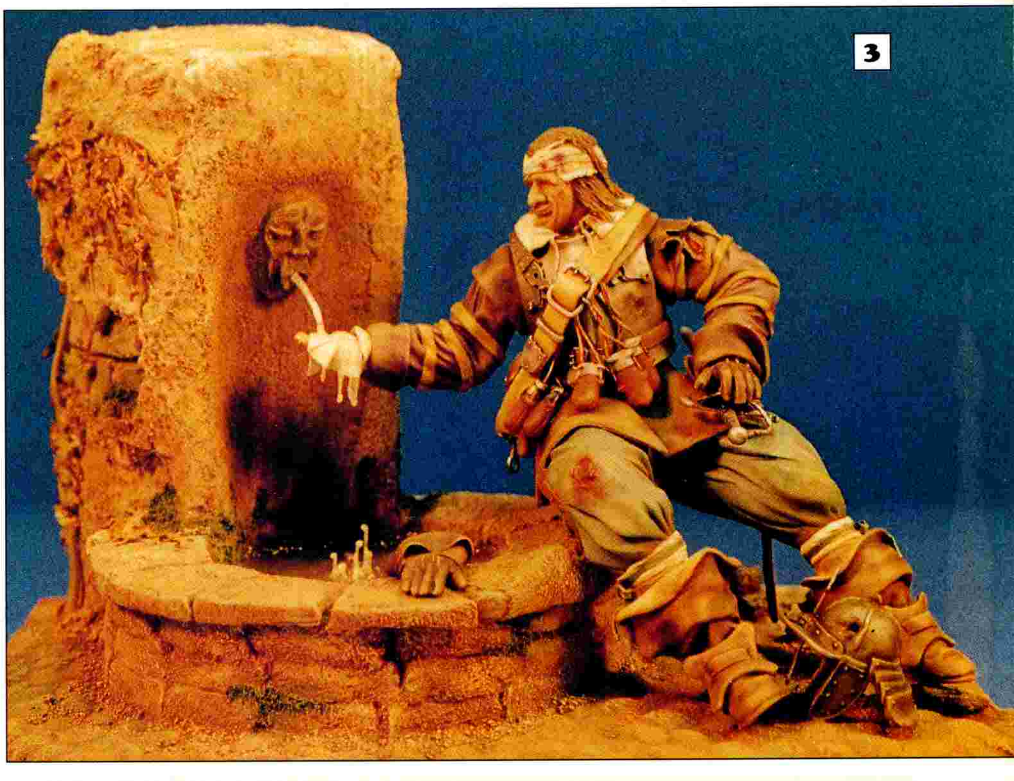

1. Malcolm Cuming's Private 1st Life Guards 1833 won a Silver medal. 2. Lee Chandler's treatment of Elite Miniatures 1:10 scale Sergeant 93rd Sutherland Highlanders 1854 bust won him a Gold Medal. 3. 'Hakkapelis' - a scratch built cavalry trooper of the 30 Years War won a Gold medal, The British Model Soldier Society Trophy and the Military Modelling Trophy for Stan Cheffey.

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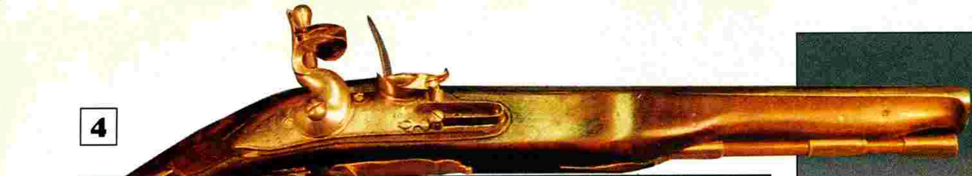

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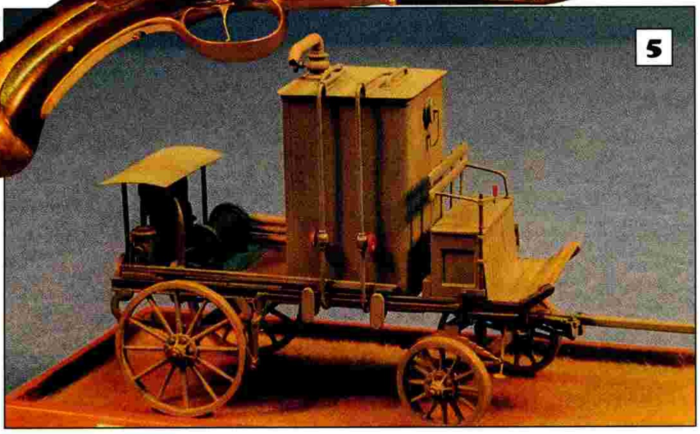

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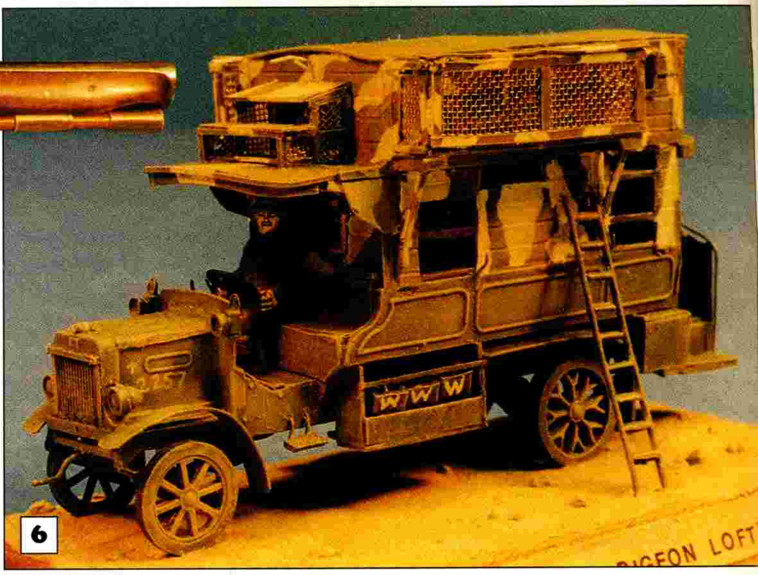

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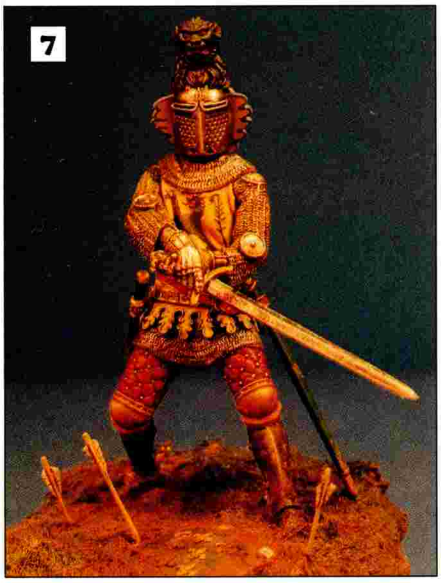

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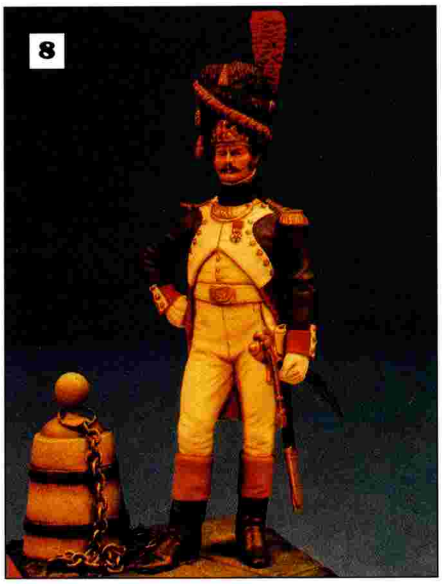


4. In the military modelling engineering class was this full-size replica of a Dragoon Holster Pistol 1744 built by Ronald L Wright which earned him a well deserved Gold medal.
5. Jonathan Harvey-Smith's unusual choice of subject, a 1:32 scale Hydrogen Washing Machine Carriage for Germany's Siegsfeld Parseval Observation Balloon 1916, won a Gold medal and the AFV Trophy.
6. This diminutive 1:72 scale London B Type Bus Pigeon Loft won a Bronze medal for its builder Robert E Jopling.
7. Louis de Nevers Count of Flanders a 54mm figure painted by David G Lane.
8. Grenadier Officer 1809 - a Silver medal winning 54mm Le Cimier figure painted by David G Lane.

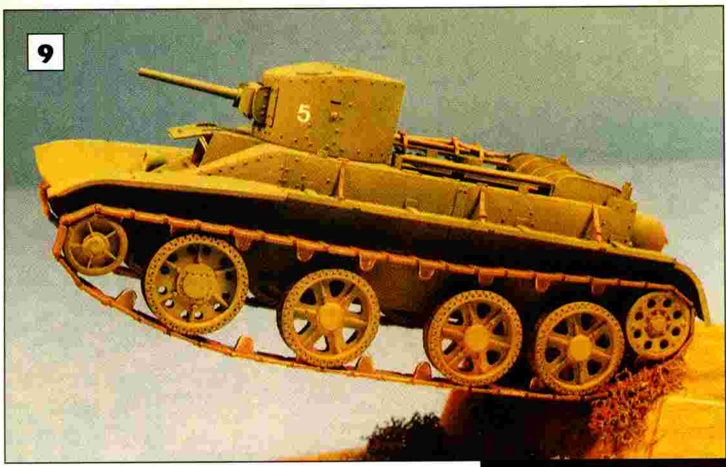
Military Modelling Section Competition Results

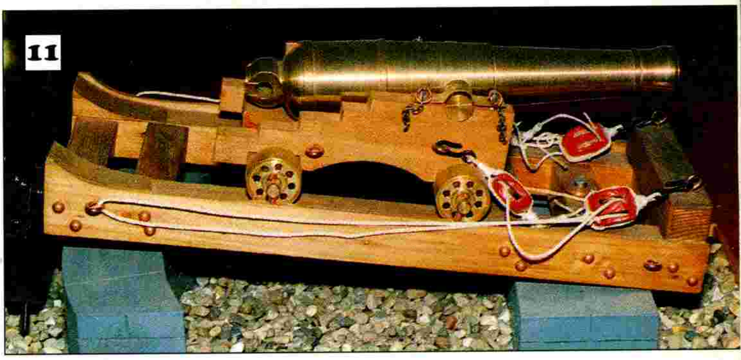
Class:E1 Dioramas

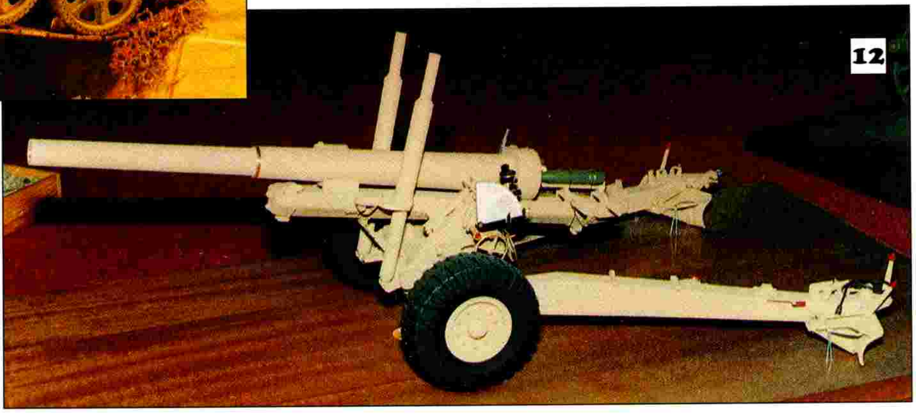
Gold Christopher Lloyd-Staples - Piggy In The Middle.
Silver David James Love 'Running Low on Bullets'.
Silver Norman Abbey - Counting Coup.
Silver Ian Duthie - Enemy at the Gates.
Silver Christopher Lloyd-Staples - Traffic Jam 1940.
Silver Christopher Lloyd-Staples - Abandoned Vehicles.
Bronze Michael C.P. Wilkinson - Colour Party, Royal Scots, 1814.
Bronze David James Love - Cleaning Up 'A' Gun.
Bronze Paul J. Blaber - 'A Furious Confrontation' Waterloo 1815.
Bronze Paul Richardson - 'Heart Of Darkness'.
Highly Commended Steve Hatt - AH-64 Longbow Apache.
Highly Commended Steve Hatt - Gunship Helicopter UH-Ic.
Highly Commended Paul Richardson - Guards Colour Party 1815.
Commended Richard Philpott - 'A Better Hole'.
Commended Kevin Jarratt - Sebastopol Crimea 1855.
Commended Gordon J Vincent - Zouaves A.C.W.

Class:E2 Unconverted Commercial Single Figures and Busts

Gold Lee Chandler - Sergeant 93rd Sutherland Highlanders 1854
Silver Malcolm Cuming - Officer 71st Highlanders Crimea 1854.
Silver Malcolm Cuming - Private 1st Life Guards 1833
Silver Malcolm Cuming - Pawnee Indian
Silver John Spencer Toyer - Pawnee
Silver David G Lane - Prince John Of Eltham
Silver David G Lane - Tamboir - Major 4th Regiment of Line
Silver David G Lane - Voltigeur Officer 1809
Silver David G Lane - Sapper 30th Regiment Dragoons 1809
Silver David G Lane - Knight Templar 1150
Silver David G Lane - Lasalle 1775-1809
Silver David G Lane - Louis De Nevers Count Of Flanders
Silver David G Lane - Grenadier Officer 1809
Bronze Malcolm Cuming - Sir John De Creke c.1325
Bronze John Spencer Toyer - Sioux Chief 'Shot in the Eye'
Bronze Ian Duthie - SS NCO
Bronze Paul J Blaber - Republican National Guard 1943
Bronze Paul J Blaber - British Dispatch Rider, France 1944
Bronze Paul J Blaber - General Charles Lasalle
Bronze Walter Edwards - 'Robert The Bruce'
Bronze David G Lane - 5th Regiment Punjab Cavalry Officer
Bronze David G Lane - Officer Infantry Of Line 1806
Bronze David G Lane - Officer Of Dragoons 1807
Bronze David G Lane - 93th Sutherland Highlander
Bronze David G Lane - RHA Officer Waterloo 1815
Bronze Kevin Jarratt - Barvarian Jäger 1870
Highly Commended John Spencer Toyer - French Crossbowman
Highly Commended Ian Duthie - SS Cavalry Officer
Highly Commended Roy E Dixon - Rifleman 95th 1812
Highly Commended Roy E Dixon - 'Little Wing'
Highly Commended Paul J Blaber - Office Royal Horse Artillery 1815
Highly Commended Walter Edwards - Roman Centurion 2nd Century
Highly Commended Kevin Jarratt - 95th Rifleman Peninsular War
Highly Commended Kevin







on the balcony overlooking the hall where radio controlled aircraft were flying. These, one a Gold medal winner, were totally divorced and so far away from the rest of the military entries they could have been missed.

Medals and trophies

The number of entries was up on previous years; Class E1 for dioramas, traditionally never heavily subscribed, had 24 entries out of a forecasted 28 (weather and influenza no doubt took their toll), and there were 60 entries in Class E2 for unconverted commercial single figures and busts. Always the most popular class, E2 had a Gold, 12 Silver, 12 Bronze, nine Highly Commended and one Commended awarded. The standard of modelling, overall, was very good with lots of silver and bronze medals bestowed, and most classes had a Gold medal winner.

Four trophies are awarded each year to Gold medal winners in the various classes. The BMSS Trophy went to Stan Cheffey for his 30 Years War Trooper at a fountain, which also picked up the Military Modelling Trophy. The AFV Trophy went to Jonathan Harvey-Smith for his Hydrogen Washing Machine Carriage. The Practical Wargamer Cup was not awarded this year.

The Club Challenge Trophy is awarded on a points system to individual entrants who declare membership of a club or society on their entry forms. Points are awarded simply for entering and for any awards gained. Gravesham Military Modelling Society were the outright winners with the BMSS (British Model Soldier Society), MAFVA (Miniature Armoured Fighting Vehicle Association) and North Surrey Military Group as runners up.

With the numbers of entries and good quality work on the increase this year's show should be better than ever if the trend continues ... And especially so if there was a representative showing from the military modelling trade to complete the picture. ■

Jarratt - Fifer 3rd Regiment 1809
Commended Daniel Medina - Flak Helferin 1944
Commended Paul J Blaber - Sergeant The 16th Lancers - 1846

Class:E3 Scratch built or Converted Single Figures and Busts

Gold (The BMSS Trophy. The 'Military Modelling' Trophy) Stan Cheffey - Hakkapelis
Silver Stan Cheffey - Provisional Sailors Battalion
Silver Stan Cheffey - The Nomad
Silver Lee Chandler - Maximilian von Mulzer 1916
Silver Joe Payne - Le Pecheur (The Fisherman) 1795
Bronze Joe Payne - Staff Officer. Delhi Field Force 1857
Commended Derek P Smith - Lancashire Hussar
Commended Derek P Smith - Surrey Yeomanry
Commended Derek P Smith - Warwickshire Yeomanry
Commended Derek P Smith - Scottish Horse
Commended Derek P Smith - A T S Provost
Commended Eric Sanger - Mounted Viking

Class:E4 Non-Engineered Models of Single Military Vehicles or Artillery Pieces

Gold (The AFV Trophy) Jonathan Harvey-Smith - Hydrogen Washing Machine
Silver Christopher J.H. Oldfield - Sherman Crab Mk I
Silver Jonathan Harvey-Smith - BT-2
Bronze Christopher J H Oldfield - Light Tank M3 'General Stuart'
Bronze Robert E Jopling - London B Type Bus Pigeon Loft
Bronze Robert E Jopling - Royal Marines. 95mm Centaur Tank, 1944
Bronze Alan R Webb - Air Ship Tow Tank MkI (WWI)
Bronze Lee J Kirby - British M4 Sherman
Highly Commended Robin Scott - Bent Benz

Class:E5 Engineered Military Models

Gold Ronald L Wright - Dragoon Holster Pistol 1744
Silver David A Wilcox - WWI 18 Pdr Gun
Silver David A Wilcox - WWII 5.5in Medium Gun
Silver David A Wilcox - Armstrong 7 Inch Gun on Traversing Platform
Bronze Alan Wynn - Cannon on Rutherford Mounting

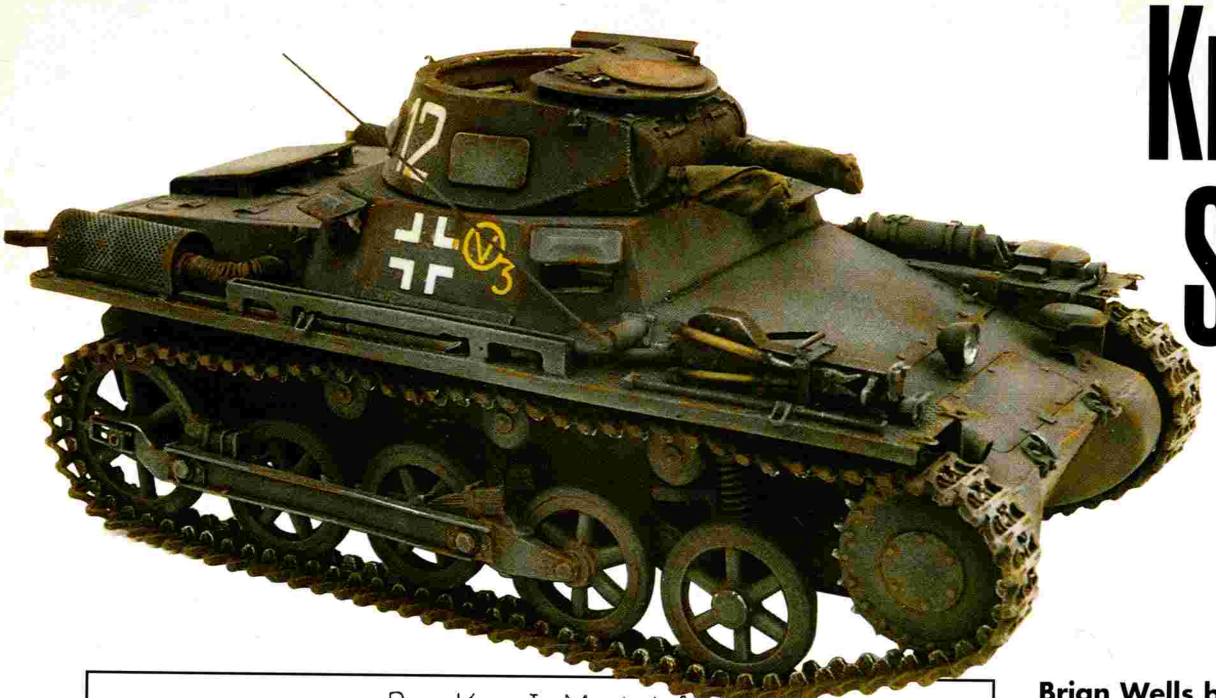
Class:E6 Wargames Figures (30mm and below)

Highly Commended Harvey Jacobs - 3rd (Dutch) Guard Grenadiers
Commended Harvey Jacobs - 42nd Foot The Black Watch
Commended Harvey Jacobs - Russian Jägers

Class:E8 Flat Figure Groups (Two or more figures)

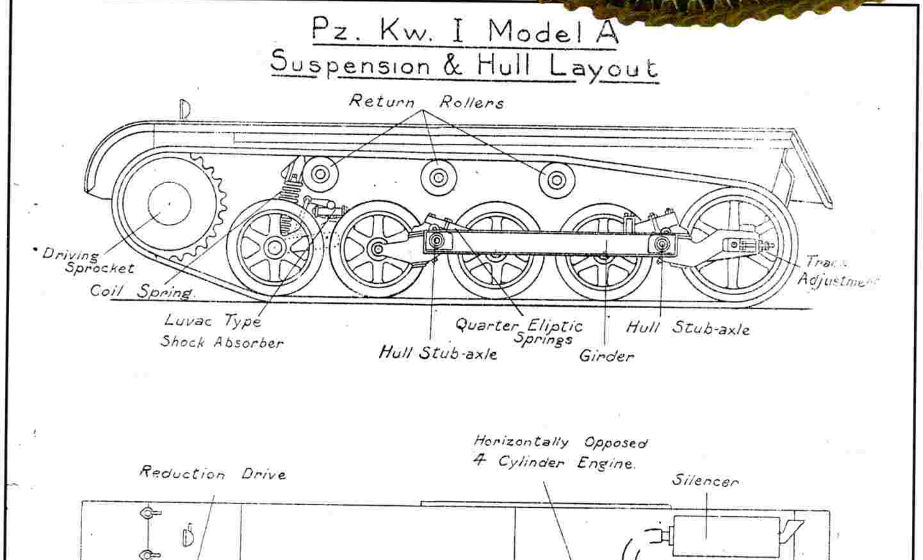
Highly Commended Michael Jones - Mata Hari

9. Flying tank! Jonathan Harvey-Smith's precariously perched 1:35 scale Soviet BT-2 light tank.
10. Maximilian von Mulzer 1916, a converted 1:12 scale bust won a Silver medal for modeller Lee Chandler.
11. 'Cannon on Rutherford Mounting' won a Bronze medal for its builder Alan Wynn.
12. Silver medal winning British 5.5in Medium Gun built to 1:15 scale by David A Wilcox.



Krupp's Sports Car

Brian Wells builds Accurate Armour's 1:35 scale mixed media kit of the diminutive *PzKpfw I Ausf A* light tank which has interior detail


Pz. Kw. I Model A
Suspension & Hull Layout
Return Rollers
Driving Sprocket
Coil Spring
Luvac Type
Shock Absorber
Quarter Eliptic Springs
Hull Stub-axle
Girder
Hull Stub-axle
Trac
Adjustme
Horizontally Opposed
4 Cylinder Engine
Reduction Drive
Silencer
Universal Joints
Steering Clutches and Brakes
Bevel Gears
Clutch Box
Clutch
Drive Shaft
Oil Cooler
Petrol Tanks
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Silencer
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ogey Wheel Axle
Hull Stub Axle
Coil Spring
M.I.10A.
Drawing No A/282

Drawing (No. A/282) from the Tank Museum's files of the suspension and interior layout of a PzKpfw I Ausf A.

I can't quite put my finger on it, but there's something about models with internal detail that I've got a real soft spot for. Amongst my favourites are undoubtedly open-topped vehicles such as *Wespe, Näshorn, Panzerjäger 38(t)* variants, etc., but when it comes to actual tanks I feel somehow that various hatches, flaps, etc., open revealing the 'innards' effectively brings the model to life, even if the view is sometimes restricted. I'm not sure what it is but I suppose I can relate more to it as a controllable 'vehicle' rather than an image of something solid.

That being my opinion I'm sure you can appreciate my excitement upon viewing the *PzKpfw I Ausf A* master on Accurate Armour's stand at Euro Militaire '95 for a future new release. It certainly looked good and I knew I'd have to have one when it became available.

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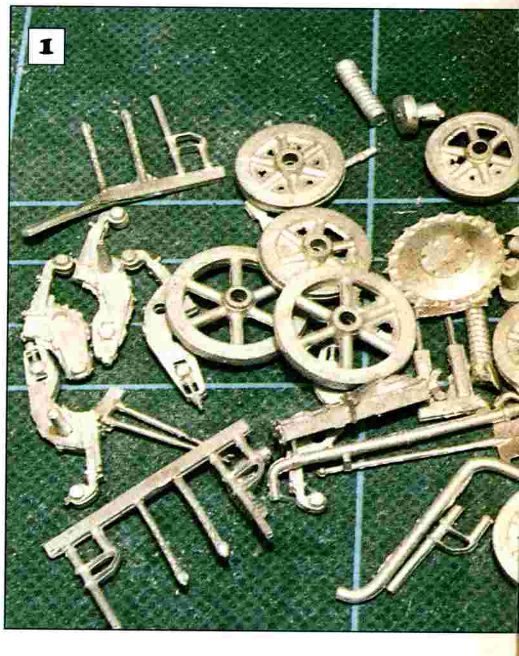

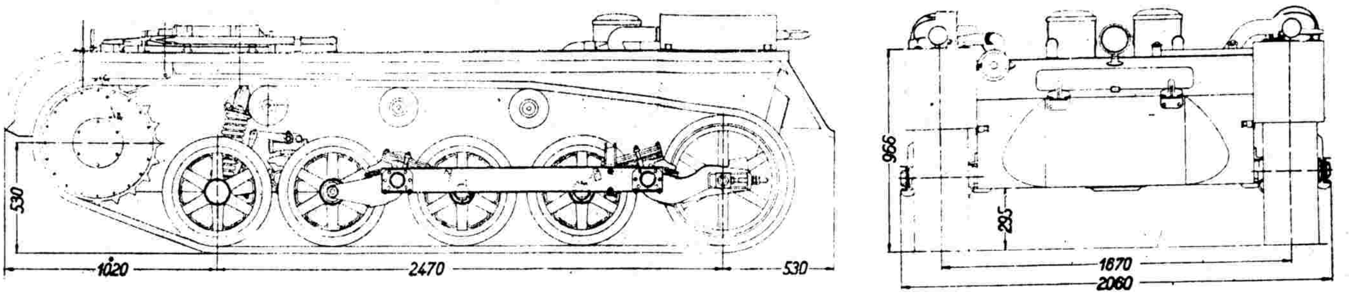

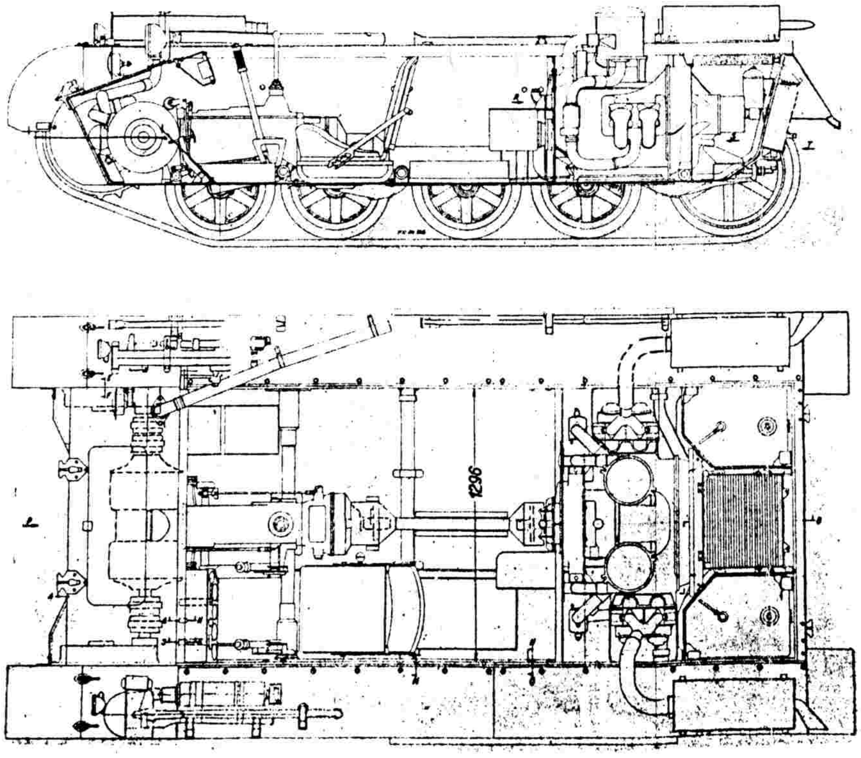

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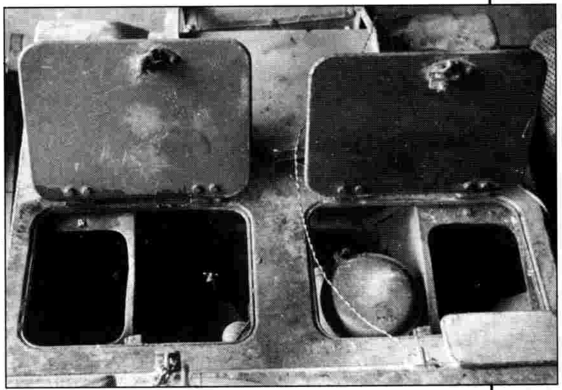
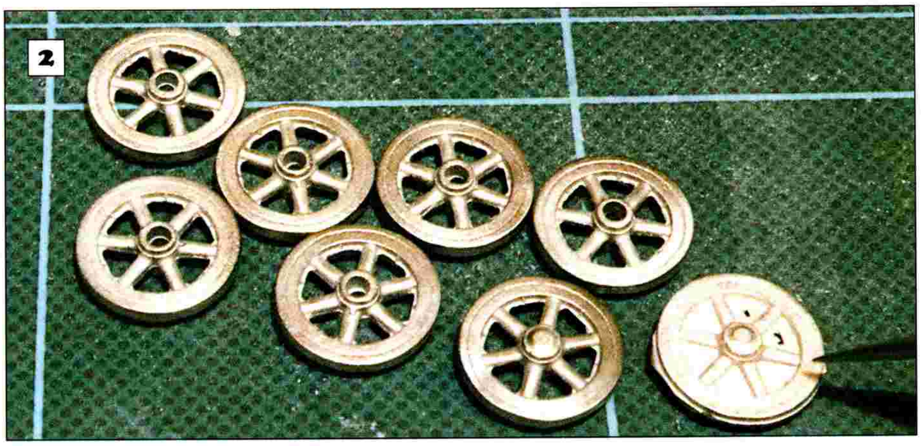
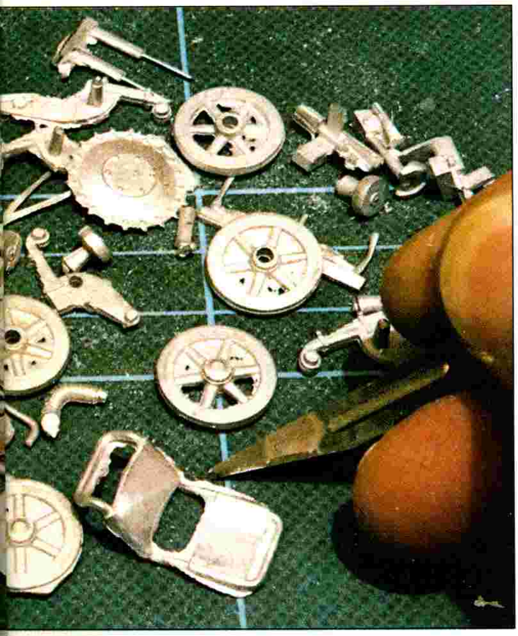


ABOVE: The rear engine deck of a PzKpfw I Ausf A with the engine hatches open.
BELOW: Krupp's Sports Car at speed!

ABOVE: Drawing from a German publication showing the general layout of the PzKpfw I Ausf A hull. Courtesy Tank Museum.
1. *The white metal castings supplied in the kit.*
2. *The roadwheels need cleaning up.*





I finally got one recently and although its price of £62.50 sounds quite a bit for a vehicle so tiny, I'd anticipated a cracking kit as the image of that beautiful master I'd seen had stuck with me.

The model comes packaged in Accurate Armour's usual attractive stout box and comprises of resin, white metal and photo-etched brass components along with a sheet of water slide decals providing relevant markings for four alternative subjects. Although the resin components are up to Accurate Armour's usual very high standard it needs to be said that the white metal parts were a bit disappointing in my opinion, suffering terribly from flash and in some cases mould misalignment which resulted in me spending quite a long time cleaning them up.

I'm afraid the instruction leaflet is another bone of contention being a photocopy and, as such, Accurate Armour's method of indicating part location with numbers and arrows is, in many cases, indiscernible as the photographs to which they refer to are very dark because of the photocopying process. It wouldn't be a bad idea for Accurate Armour to address these issues. ▶

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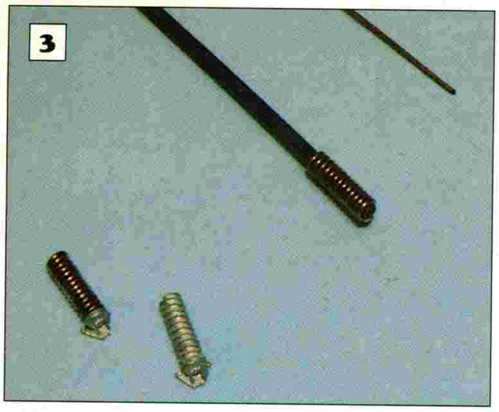

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SOLDERING
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INGEST

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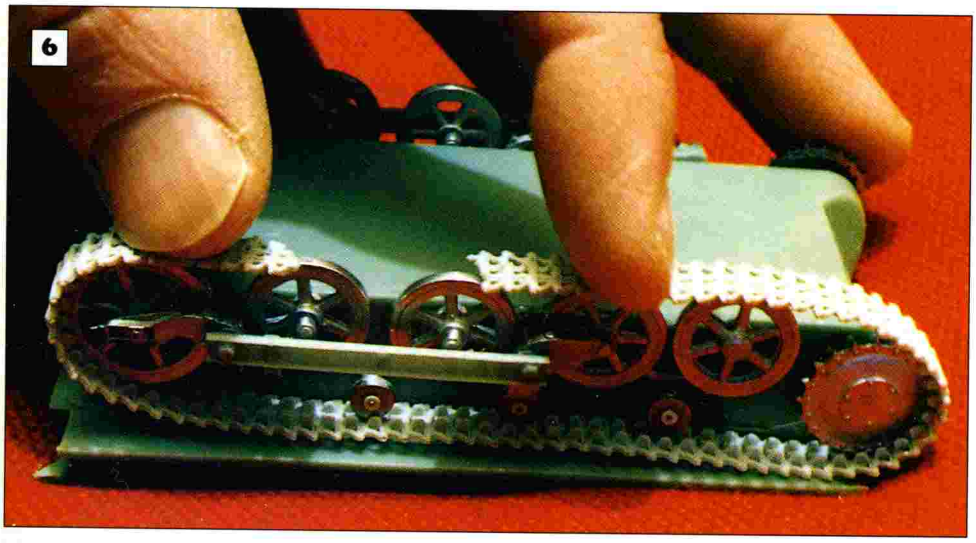

7

AIRWAVES
1:72 Accessories
AM-05
MESH
Round 55
AIRWAVES
NOT SUITA
FOR CHILD

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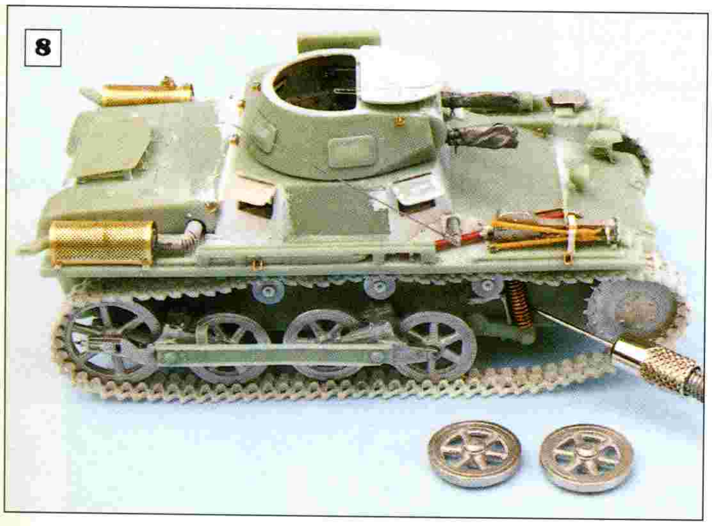

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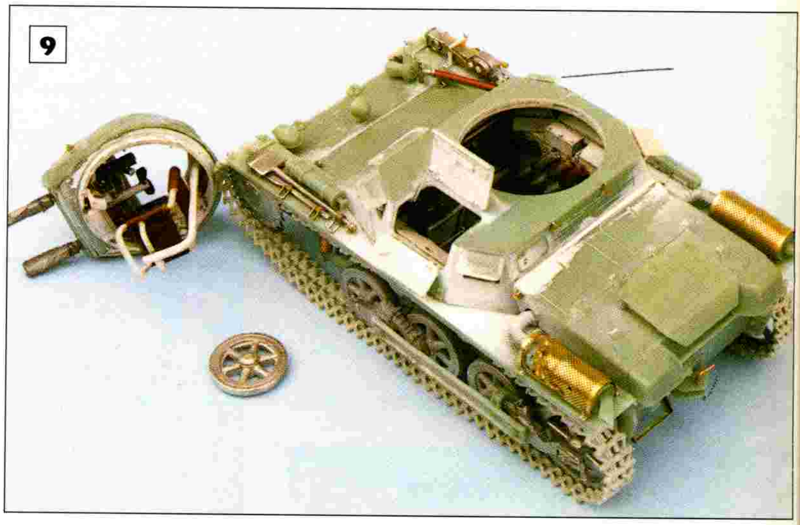


3. Making coil springs for the suspension. The kit white metal casting is in the foreground. ***4.*** *The return rollers need their stub axles adjusting or replacing to carry the track correctly.* ***5.*** *For a model with the mud guards removed the front of the track guard needs thinning. The left side is yet to receive the treatment.* ***6.*** *Missing links! An extra 8 - 9 links are required to fill a 21mm gap. AA are aware of the problem.* ***7.*** *The exhaust cover grilles were replaced by Airwaves 1:72 scale AM-05 Mesh Round 55.* ***8.*** *The replacement made up wire spring on the leading road wheel.* ***9.*** *Hull and turret assemblies. The leading roadwheel was left off to aid painting.*

The instruction leaflet suggests construction begins with the suspension and engine deck. However, for ease of handling, I commenced with the hull interior fittings section.

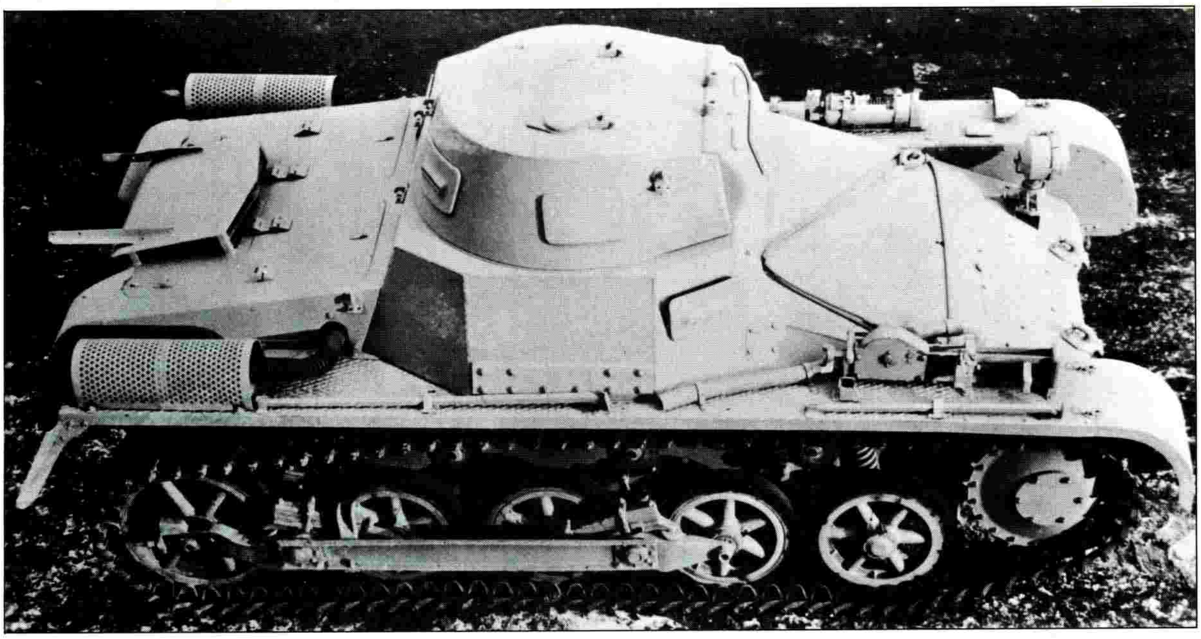
Interior details - the hull

The main hull floor/transmission section part 19, I found required its underside to be sanded down evenly to around 2mm thick at its thinnest area (the section where the seat sits). I then glued the interior fire wall (part 31) to the floor plug (part 19) at 90° and popped this assembly into place in the lower hull (part 1) ensuring the floor was sitting level. When I was satisfied it was super glued in place followed by the steering levers (22), magnet lamp (67), and hull ammunition (75).

Although unclear in the instructions the four signal flags (25) should be installed with their handles towards the floor, flag part uppermost and angling at about 115 degrees toward the rear fire wall (31). Their handles are supposed to sheath into semi-tubular sockets on the hull wall that are, unfortunately, not included on the kit. I fashioned these easily by folding a 8mm strip of lead foil around the shank of a 1mm drill bit laid flat on the bench and cut either side to get the semi tubular sections as required. These were then fixed in place over the flag shafts or alternatively fixed in place on the side wall and the flags inserted into them. The spare barrel case (24) is then fixed to the hull side in front of the flags at a much shallower angle toward the rear.

The opposite side wall (driver's side) is devoid of two conduits that run length ways and I replicated these with 60 x 40 thou plastic strip. I also added a row of rivet heads to the top edges of the hull interior side wall and fashioned a replacement gear lever (21) with a pin from a new shirt! I omitted the driver's seat (22) until after painting, but did detail the back of it a little by replacing the moulded resin rod across its back with a brass one.

Regarding the upper hull (2) I left off the radio until after painting, but did add two missing handles fashioned from copper wire



Manufacturer's photo of a newly built PzKpfw I Ausf A. Photo: The Tank Museum

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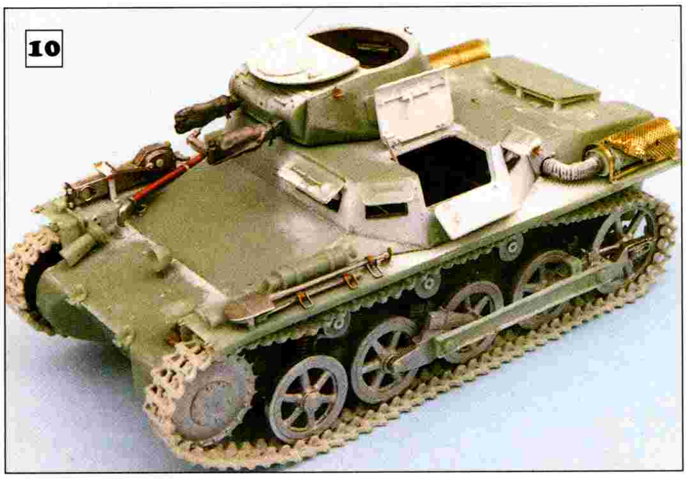

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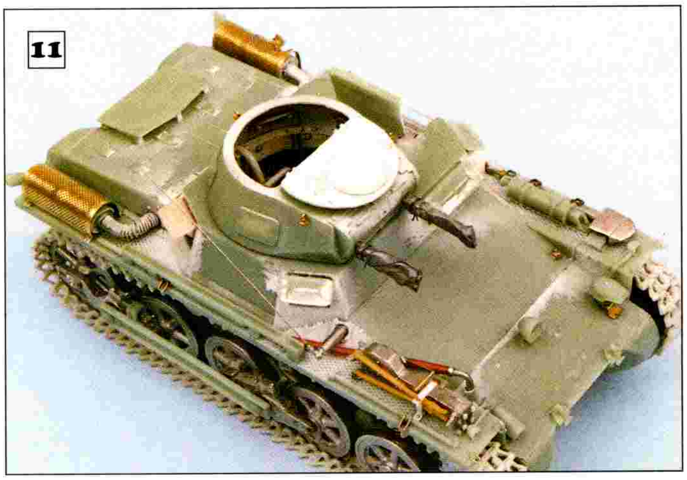

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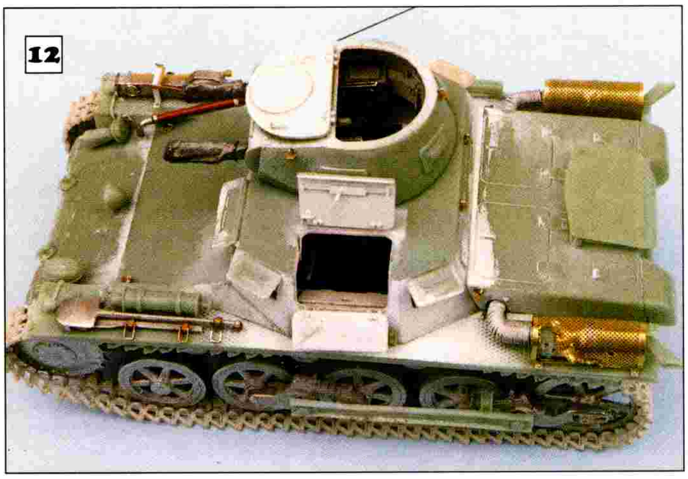

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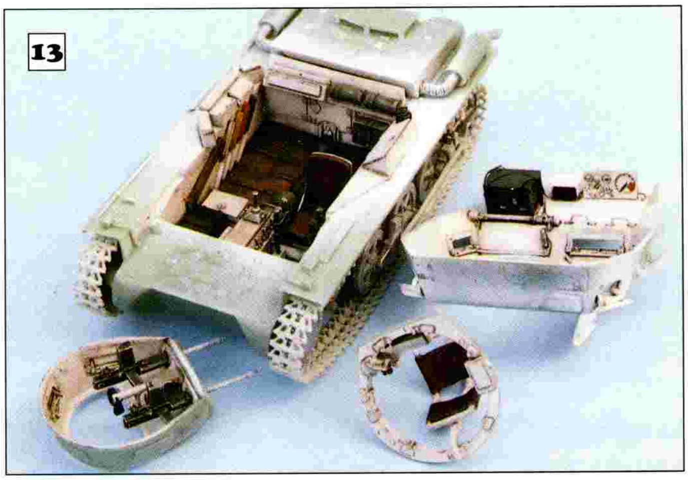


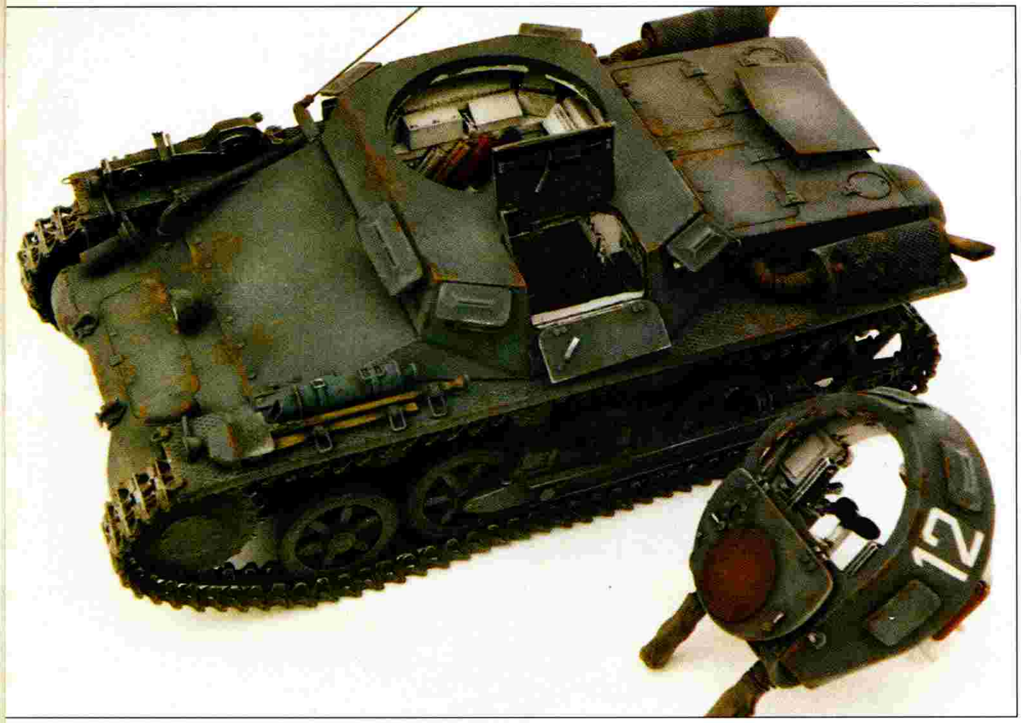
***10, 11 & 12.** Views of the assembled model prior to final undercoating. Parts of hull and turret have been undercoated and the interior has been painted at this stage. Modification to kit parts and additions are apparent in these views. **13.** Major components after undercoating with matt white. Note the interior of hull and turret has been painted.*

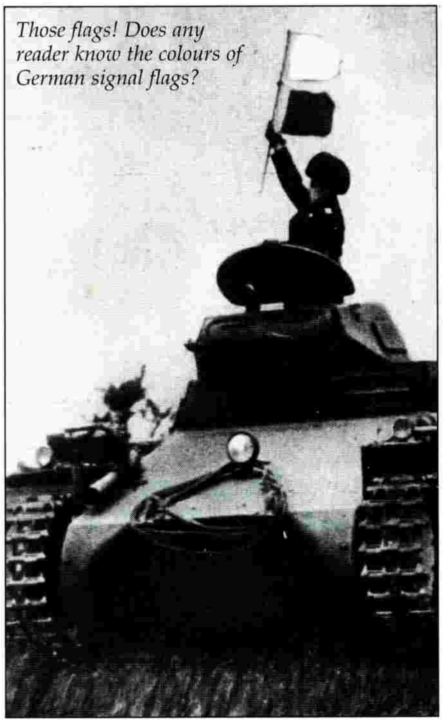
to the underside of the glacis, just below the driver's front visor. One of the main omissions from the hull interior is an instrument panel which, although easily made, I feel Accurate Armour should have provided; preferably on the photo-etched brass fret. Again, I opted to add this after the interior was painted. Lastly, all the vision ports 26, 27 and 28 added along with hull hatch top and bottom 32 and 33 (with replacement brass handles) and hatch support bar (E5) were added.

Inside the turret

With the interior of the upper and lower hull complete I decided to do likewise with the upper and lower turret halves so that I could paint all interiors at once. For ease of painting I constructed the turret in three subassemblies comprising of turret body (39) with turret hatch (40) attached open and MG13 barrels (45) added. The machine gun barrels are very poor white metal offerings and really need replacing with something more appropriate. I fashioned two lead foil dust covers and added these later. Next, the turret sub-assembly was turret base 38 with commander's seat parts 71, 72 and 73 along with traverse control (62) and elevation control (66) added. The third turret sub-assembly was mantlet plate (44) with machine-guns left and right (68 and 70) and telescope (69) added.

At this point there's no reason why you shouldn't proceed with painting the hull and turret interior. However, with so much ▶




Those flags! Does any reader know the colours of German signal flags?

ABOVE: On the finished model the turret was left removable. Note the signal flags inside, against the far wall of the the fighting compartment. BELOW: Early war shot of a PzKpfw I Ausf A with accompanying infantry using it for cover.

left to construct I turned my attention to the running gear, but I had already decided my vehicle would represent one used in Norway in 1940 and, as such, would have no mudguards. In this case the fender ends front and rear benefited greatly by reducing the resin thickness from the underside with a flat file to replicate the thin metal sheeting correctly.

Running gear

The running gear itself necessitated probably the most extensive amount of cleaning up, especially the bogie arms and road wheels which on my sample had almost solid webs of white metal flash between their spokes. This out of the way I found no problems assembling the bogies and, upon completion, installed them in their respective stations followed by the drive sprockets and final drive housings behind them.

The return rollers (18) did cause their share of trouble suffering from mould misalignment during casting resulting in elliptical wheels when cleaned up. This would be partly concealed by the track guide horns, but the hub detail on the wheel faces would have to be removed completely and replaced with punched discs to correct it. Another problem with the return rollers in my sample was that the stub axle on the inside surface was about 1mm too long, throwing the tracks out of line with the road wheels. These were reduced accordingly, drilled out and a new locating stub added from plastic rod.

The coil spring dampers (17) also suffered from mould misalignment so much so that I chopped their tops off and mated these to new replacement springs fabricated by winding appropriate gauge copper wire annealed and wound around a plastic rod core.

Track shortage

There was a slight miscalculation with the six strips of resin track links provided (three for each side) because when they are cleaned up, assembled and installed they work out about 21mm (8 links) too short when wrapped around the completed running gear.

I had a telephone conversation with Accurate Armour regarding this and as they were unaware of the problem they're only too willing to put it right. Needless to say, I was immediately sent more track. With the completed tracks installed I chose at this time to leave the front wheel (6) off for ease of painting.

New grilles

Turning to the engine deck (3) I installed the outlet cowls right and left (29 and 30) along with the engine inlet cover (50) exhaust silencers (74) and exhaust pipes left and right (54 and 55) without any problems. The mesh of the photo-etched brass exhaust screen (E1) is over scale. I reworked these items by cutting the over-scale mesh out of the frames and soldering in a much finer 1:72 scale and more appropriate replacement mesh from Airwaves (AM05 round 55). I added a little battle damage to the left-hand grille.

Now was the time I chose to paint the vehicle's interior and this was all fairly straightforward due to the sub-assembly construction process. As usual, I first applied an acrylic white car primer (Halfords or similar) followed by Tamiya acrylic paints suitable for the vehicle's interior, washes, dry-brushing, etc., all fairly elementary stuff that has been covered many times in this magazine before.

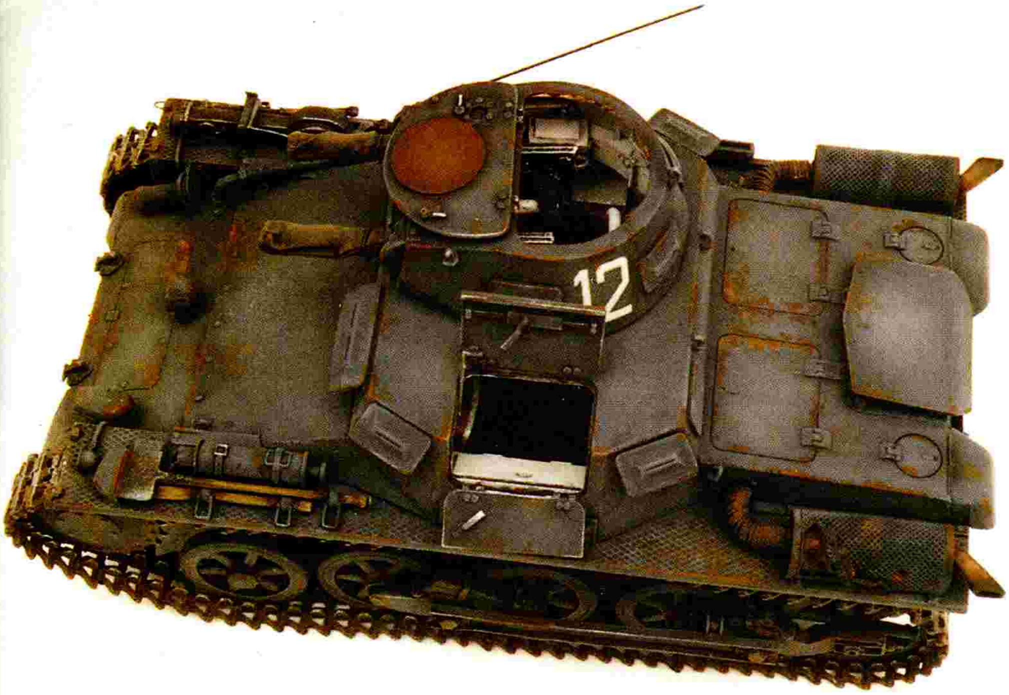
Signal flags

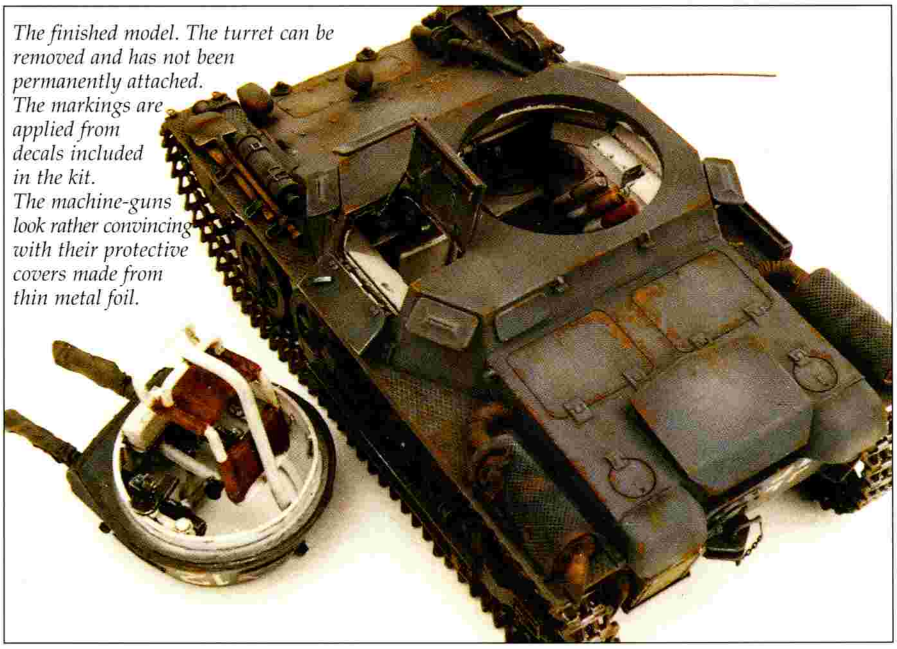
One dilemma I did face though was what colours do I paint those signal flags! I consulted all my reference, phoned those I thought might know including David Fletcher at Bovington Tank Museum, but unfortunately drew a blank! I could get nothing definite, but lots of possibilities and maybes and consulting black and white photographs of signal flags in various shades of grey from very dark to very light conjecture was what I was left with. In the end I went for black, white, red and yellow. I wonder how many out of four I've got right?

Extra details

The driver's seat was then installed after painting along with the radio (23), a little wiring and a scratch-built instrument panel. I trust the photos of the model will be of assistance.

The various sub-assemblies then were brought together and I turned my attention to the remainder of the exterior which mainly consisted of the tools, lights, hooks and other small fixtures. The long vent pipe (53) suf-





The finished model. The turret can be removed and has not been permanently attached. The markings are applied from decals included in the kit. The machine-guns look rather convincing with their protective covers made from thin metal foil.

fered a loss of detail due to the poor white metal casting process so again I reworked this part. I fabricated a new serrated pipe by winding fine (0.15mm) armature wire around a plastic core and mating it to the front (right angle) section of part 53 after discarding its remainder. The jack (47) also called for a little detailing, new cranking handle and mounting bracket. The wire cutters (48) were discarded and replaced with new ones from Tamiya and scratch-built tool clasps added to all tools.

The aerial base (51) and aerial trough (52) were added along with the aerial itself made from the wire rod supplied. Also, extra armour panels (37) photo-etched hooks, towing pintle (with additional photo-etched chain from scrap box) were added. Finally, the head-lights were drilled out to accept the lenses which I fitted later. Also added was the horn also drilled out, and (E2) jack block support - the jack block itself (34) was left off until after painting. Any additional items I've overlooked in the text I trust should be detected in the photographs of the model, however please check your references.

Painting and weathering

Construction completed, the vehicle was ready for painting, so as usual it washed it thoroughly in lukewarm soapy water, rinsed it and allowed at least 48 hours to dry in the airing cupboard. The interior of both hull and turret needed masking off which was easily achieved by plugging all hatches and interiors with toilet tissue. You will also need some way of holding the vehicle whilst spraying. I held the hull of the tank by firstly cutting off the head of a No.6 wood screw, mounting the remaining shank in an old pin vice so that the threaded portion protrudes. I then simply drilled a slightly smaller hole into the underneath of the vehicle toward the rear (engine bay area) so it wouldn't show and the wood screw held in the pin vice threaded in to act as a handle.

The turret was held with an improvised handle made from wrapping a length of masking tape around the circumference of the turret base flange to form a tube and supported this inside a 35mm film canister taped securely. The two separate front road wheels are held simply by inserting on the ends of two old paint brush handles.

I painted the vehicle as usual by first spraying with Halford's acrylic white primer and allowing to dry. I wanted a fairly worn and dusty paint scheme as seen on many early war vehicles and I achieved this by firstly pre-shading the vehicle. Marcus Nicholls uses this technique with great success on his models. See his article on the new Accurate Miniatures 1:48 scale Grumman Avenger in ***Tamiya Model Magazine*** issue 59 (Jan '97). In short you spray fine (about 2mm) lines of colour darker than the base colour around panel lines, recesses, bases of detail such as tools, lights, etc. When the entire model was treated this way I then applied the base colour using Xtra Colour Panzer Grey being careful to not totally obscure the pre-shading allowing it to show through - subtly. When this had dried I lightly 'misted' over the vehicle with Tamiya Acrylic XF-63 German Grey. The running gear was given a light spray of Humbrol Dark Earth 29 and Matt Black 33.

This is followed when dry with a light mix of Khaki Drill 72 with a little Dark Earth 29. After curing for about 36 hours I applied a slightly darker version of my usual Black, Raw Umber and Burnt Sienna wash followed by some subtle dry-brushing with Xtra colour Panzer Grey, Humbrol Olive Drab 66 and White 34 in varying shades.

I applied Accurate Armour's decals to represent a vehicle used in Norway 1940 using the Micro-sol/set system onto areas of the vehicle that had been firstly treated with Johnson's Klear floor polish. The vehicle was brought back to a matt finish with Rowney Acrylic Soluble matt varnish. I decided to be quite frugal 'metalising' the vehicle, confining myself to the track teeth, guide horns, frequently abraded hatch handles, etc.

Other scuffed edges of the vehicle I 'rusted' using Burnt Sienna, Cadmium Orange and pastels. The tools were picked out and clear plastic punched out discs for headlight lenses completed the model.

Very pleased!

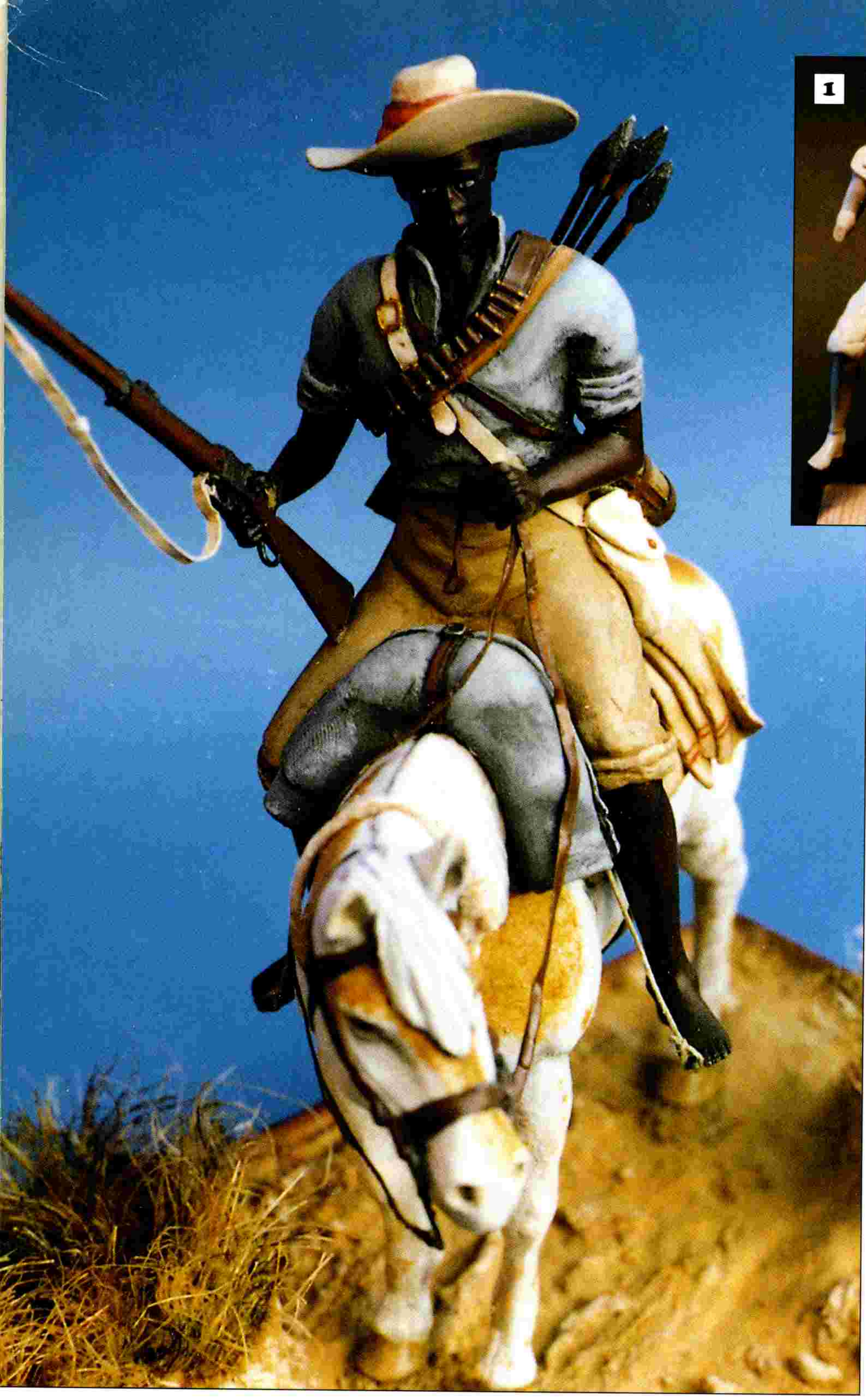
In conclusion, as already mentioned in the introduction, I anticipated this kit with great optimism, approached its construction with equal enthusiasm and I must say I'm very pleased with the end product. A little gem can be produced from this kit, however, it does require some work which I've described - nothing outlandish or difficult, just little things that I feel the average modeller should have very little trouble putting right.

Multi media kits work best when the production quality of each component is on a par with that of its neighbours and sadly the white metal parts in this kit fall short here. If Accurate Armour address themselves to some of the kit's minor shortcomings I've mentioned here (and a new instruction sheet *is a must*) the £62.50 asking price will, no doubt, seem much more acceptable. Having said that I welcome this kit and recommend it nonetheless.

Being my new 'baby' it has pride of place in my collection - for the time being at least!

Availability

Accurate Armour Ltd., Units 15-16 Kingston Industrial Estate, Port Glasgow, Scotland PA14 5DG. ■



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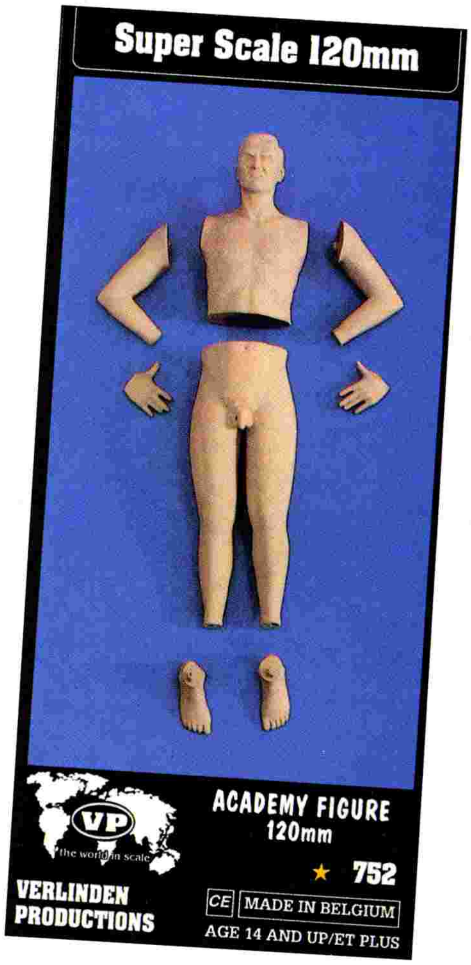
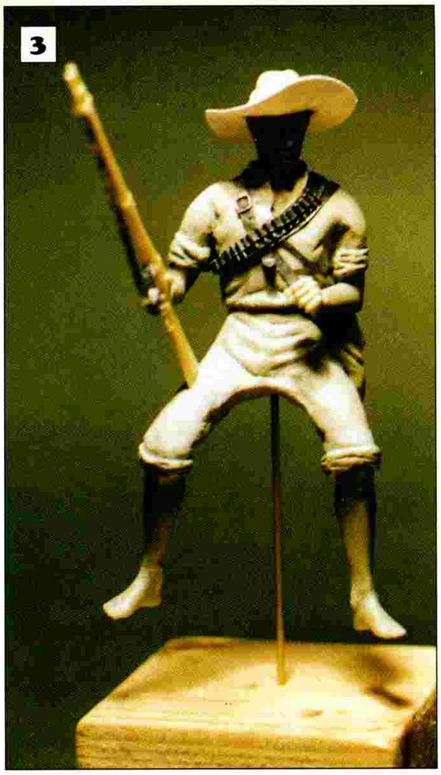
BELOW: The Verlinden Productions' 120mm Super Scale Academy Figure.


Super Scale 120mm
VP
the world in scale
VERLINDEN PRODUCTIONS
ACADEMY FIGURE 120mm
752
CE
MADE IN BELGIUM
AGE 14 AND UP/ET PLUS

Natal Native Horse Trooper

Using parts from Verlinden Productions' kits, Rod Smith models an often overlooked soldier of the 1879 Zulu War

The Natal Native Horse were one of the many native corps formed at the outbreak of the Zulu war and were present at the battle of Isandlwana where they gave good account of themselves. Their dress was of European style which included a large felt hat with the crown bound by a red cloth. They rode Basuto ponies, used provided by themselves and were armed with (probably) a Martini Henry rifle and a sheaf of *assegais* carried about their person or pony.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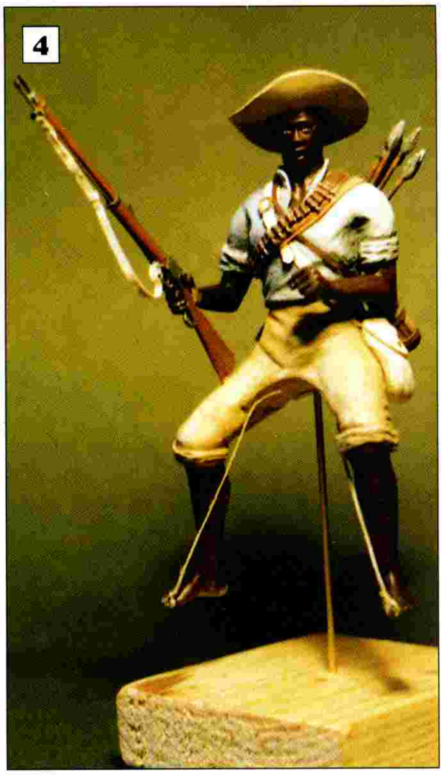
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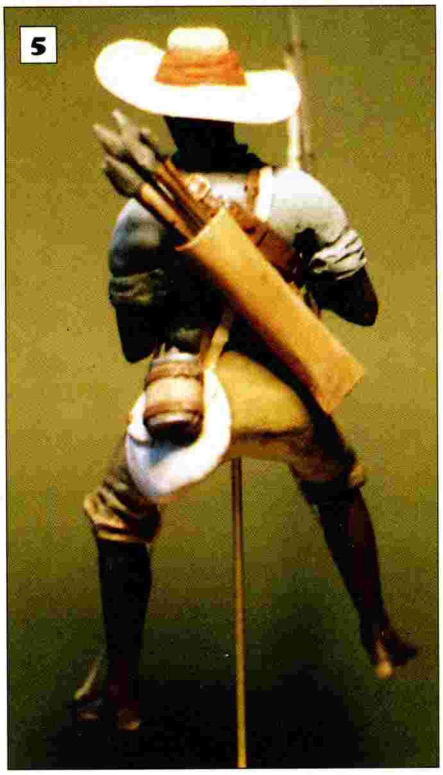
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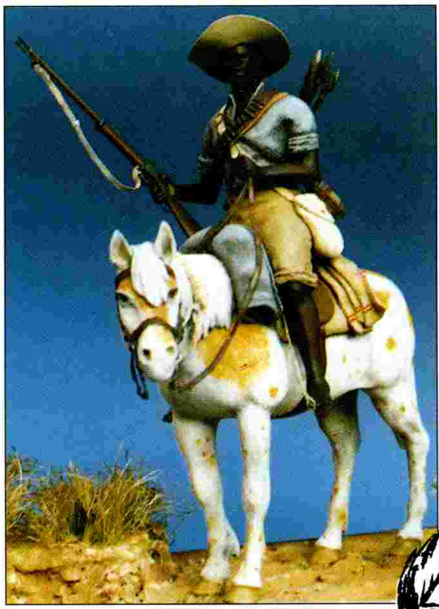
1-5 *Stages in producing the mounted trooper using a heavily converted VP Academy Figure. The figure is supported by a brass rod which can be held in a hole drilled in a wooden block.*



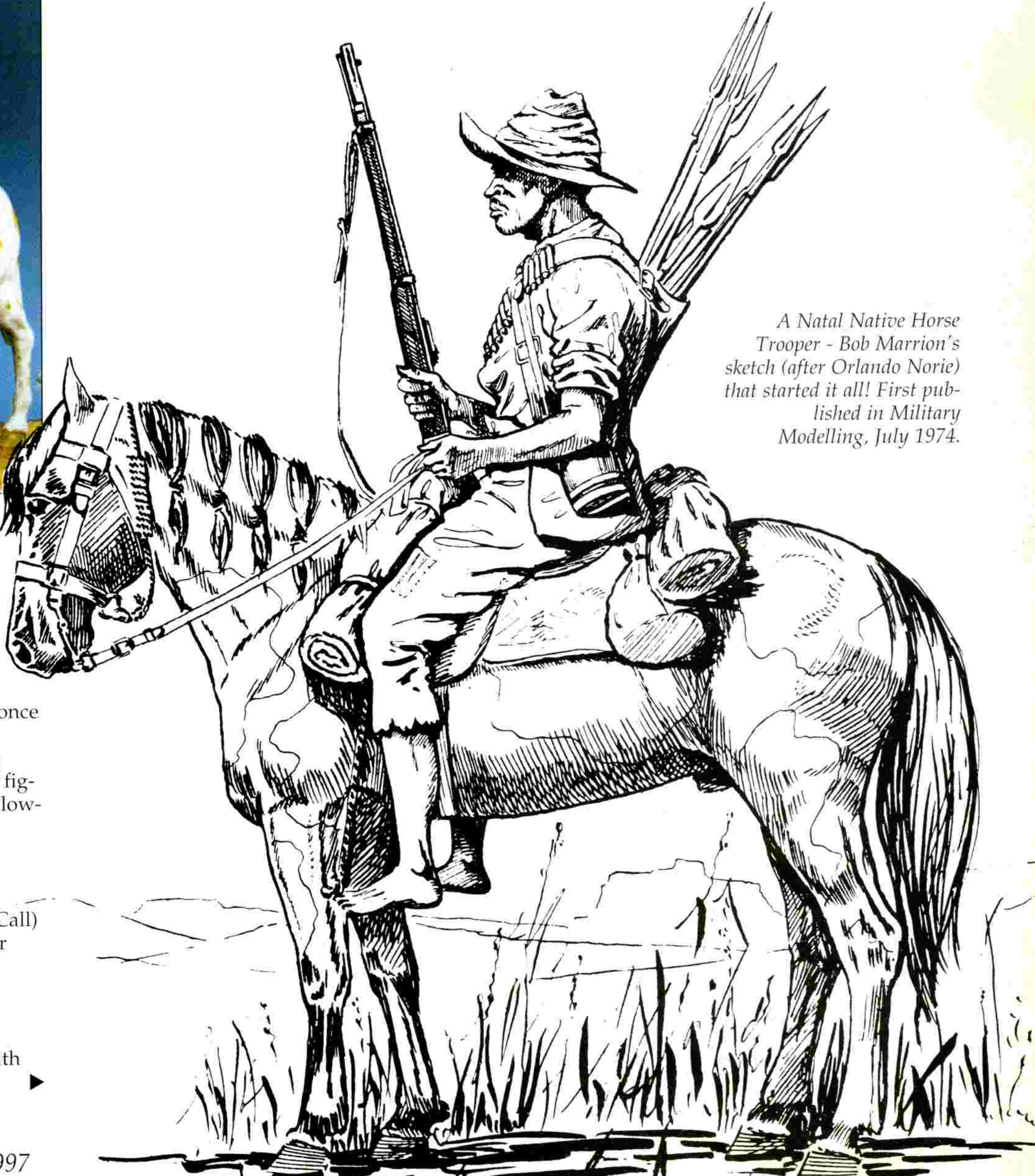
The inspiration for this model came from a line drawing by Bob Marrion, which accompanied his article on the Imperial Regiments in the Zulu war of 1879. ***Military Modelling,*** July 1974.

Parts for the model

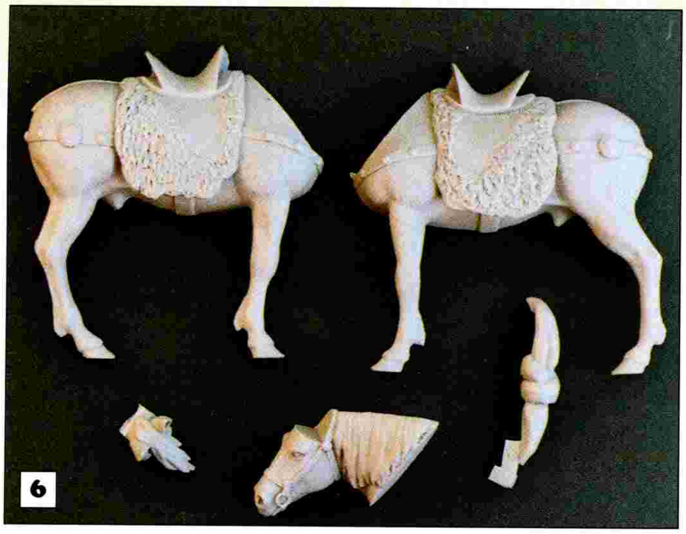
For some ideas on producing my model once again I thumbed through the pages of Verlinden Productions catalogue looking through the 120mm Super Scale range of figures. For the conversion I selected the following, courtesy of Historex Agents:
The VP pony from 877 Hun Raider.
Body parts: 752 Academy Figure.
Head: 750 Character Head Set No.3.
With the exception of the rifle (The Roll Call) and water bottle (Tiny Troopers) all other parts are scratch built.

The Pony

The Hun raider pony comes complete with the saddle moulded in place and it was ▶



A Natal Native Horse Trooper - Bob Marrion's sketch (after Orlando Norie) that started it all! First published in Military Modelling, July 1974.



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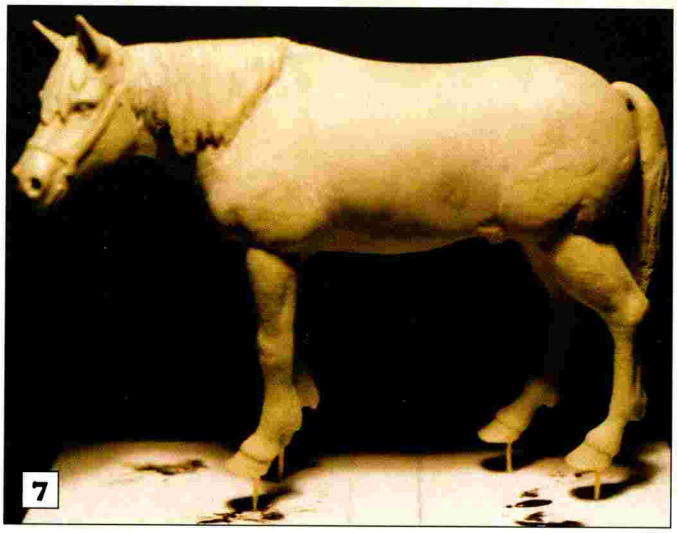

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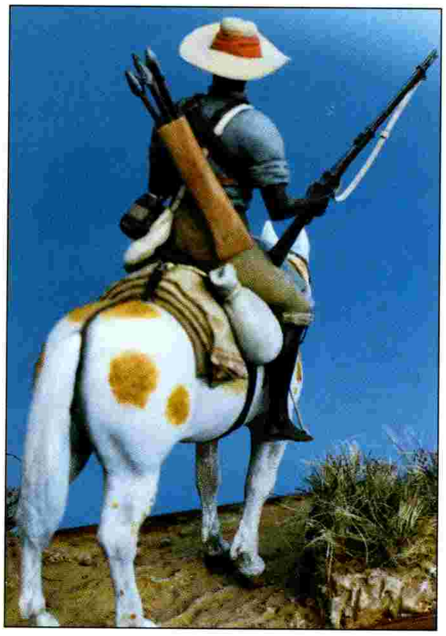
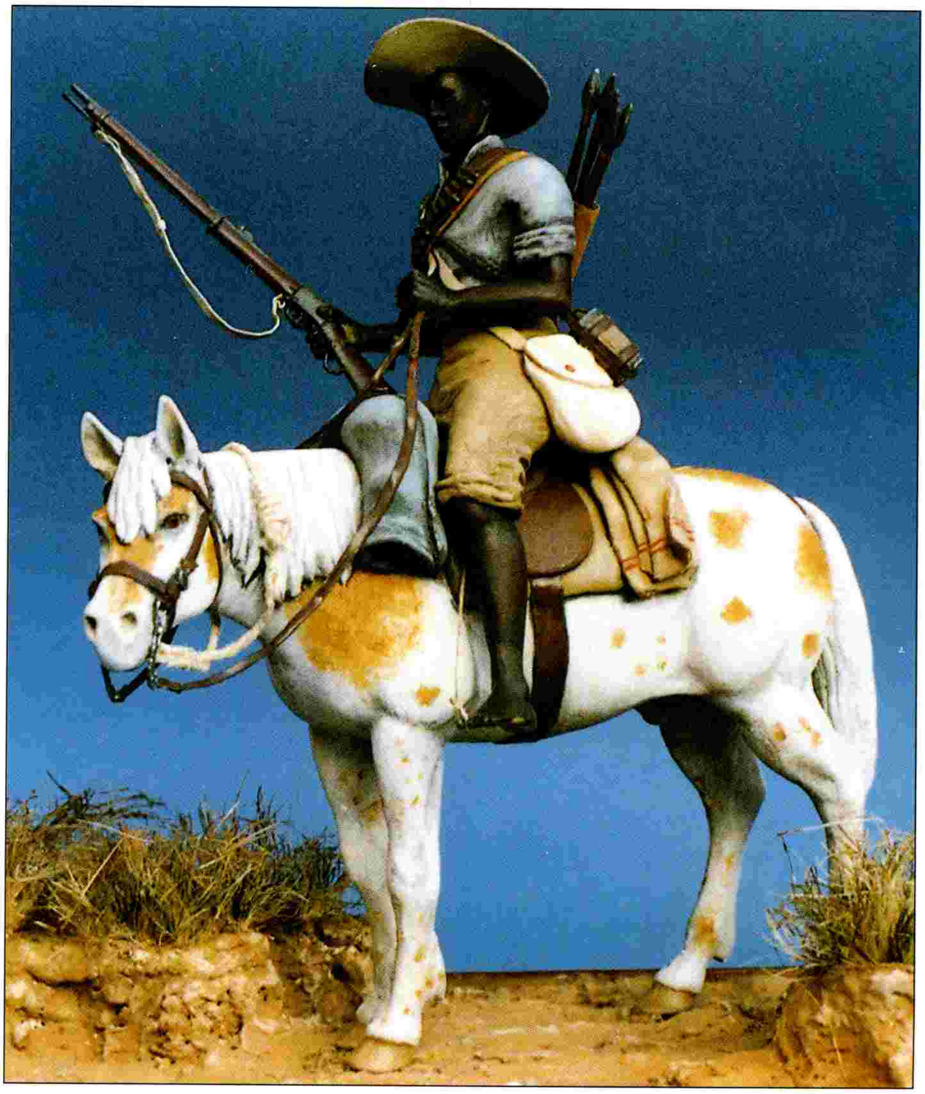




necessary to remove this and replace with a scratch built one. I glued the two halves of the pony together and then set about paring away the saddle with a craft knife. When I'd completed this I fixed the pony's head in place. I thought the neck was a bit short for a Basuto pony, so I cut through the neck and extended it by using plastic card up to $^{3}/_{8}$ inch thick and once in place I cut and filed the neck to shape. Extra mane was added by using Milliput epoxy putty. The ears were added next followed by a reshaped tail. The head harness was retained.

I rolled a piece of 'Kneadatite' two-part epoxy putty out and fixed this in place on the pony's back and cut it to shape to represent a saddle blanket. I made the saddle from plastic card for the flaps and epoxy putty for the seat and main part of the saddle. The greatcoat on the front of the saddle and the blanket on the rear I made from epoxy putty. All straps are from lead foil and fuse wire for buckles. The forage bag that hangs-on the right side of the pony is a ball of epoxy putty suitably shaped.

The Trooper

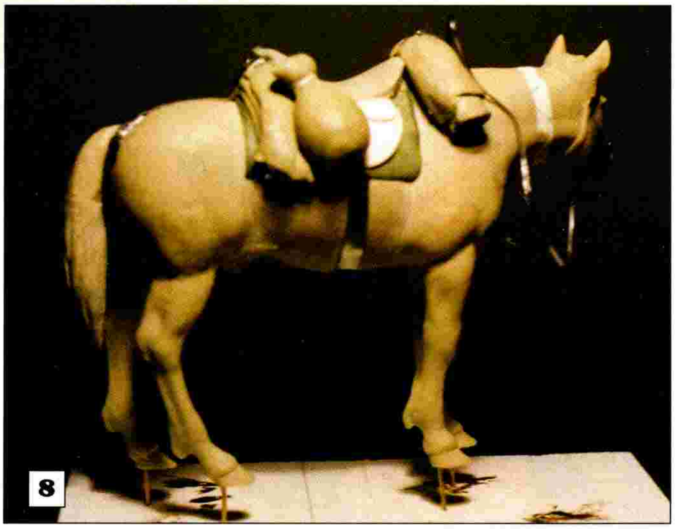
Originally I was going to totally scratch build the figure except the head, but I had VP's 120mm super scale academy figure sitting in a draw waiting to be used and I decided that now was a good time to use it! I used the torso less head, arms, feet and legs below the knees. To fix the torso to the remaining part of the legs I used wire pins and the areas around were then built up with Milliput epoxy putty to represent trousers. I attached the head adjusting its fit with file and knife. I fixed the arms in place in the position I required and adjusted the shape using putty.

With the body parts all fixed together I built up a shirt around the torso with epoxy putty. I added a pair of suitable hands from VP's assorted hand set. The haversack was made from a ball of putty and its strap from thin metal foil. The water bottle was a Tiny Troopers item and came from my spares box. I added a lead foil strap with buckles from fuse wire. The ammunition bandoleer was made up from lead foil with 15 amp fuse wire for bullets. *Assegais* are brass rod with epoxy putty points fitted and then fixed into a piece of putty with a sheaf of thick paper around it. The Martini Henry rifle is from a Roll Call kit and came from the spares box. I added a lead foil sling.

The native troopers tended not to use traditional stirrups, but pieces or rope which they put their big toes through. For these I used linen thread.

The Base

The scenic base represents a 'Donga' or dried-up water course. I scratch built the base using wooden beading from a local DIY store, mitred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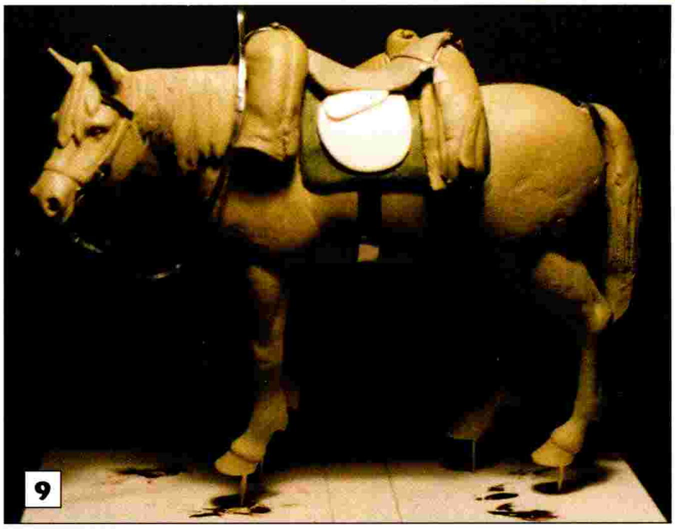
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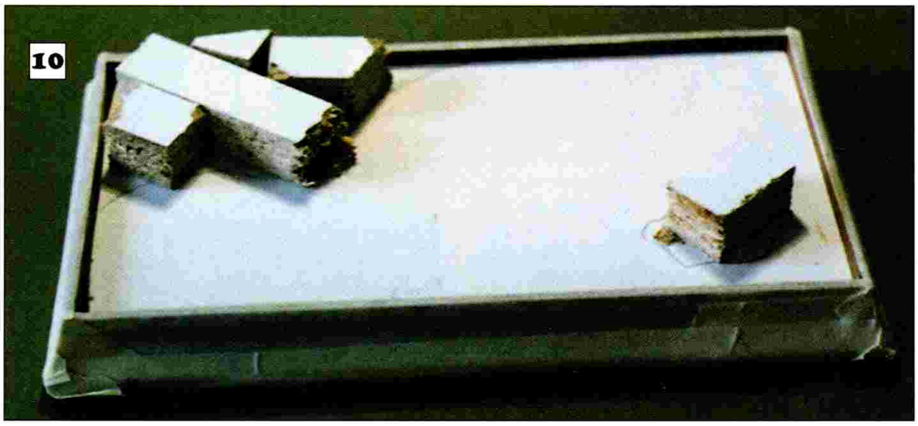
__8-9__ Parts of the horse cast in polyurethane resin, as supplied in the Verlinden Productions' Hun Raider kit. It was easily turned into the trooper's Basuto pony with a saddle from epoxy putty and plastic card. __10-12__ The base with scrapwood in place and the border moulding masked off. Polyfilla was then spread over the groundwork and over the wood to represent rocks, etc. Sisal string and pebbles were finally added before everything was painted and weathered.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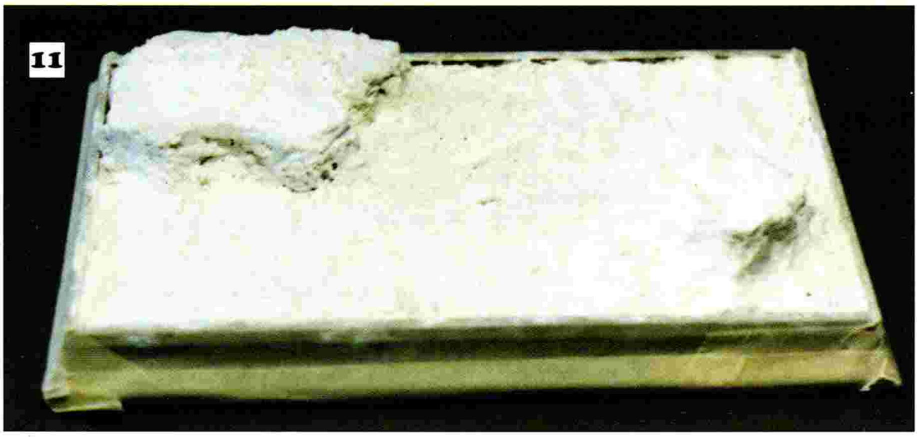
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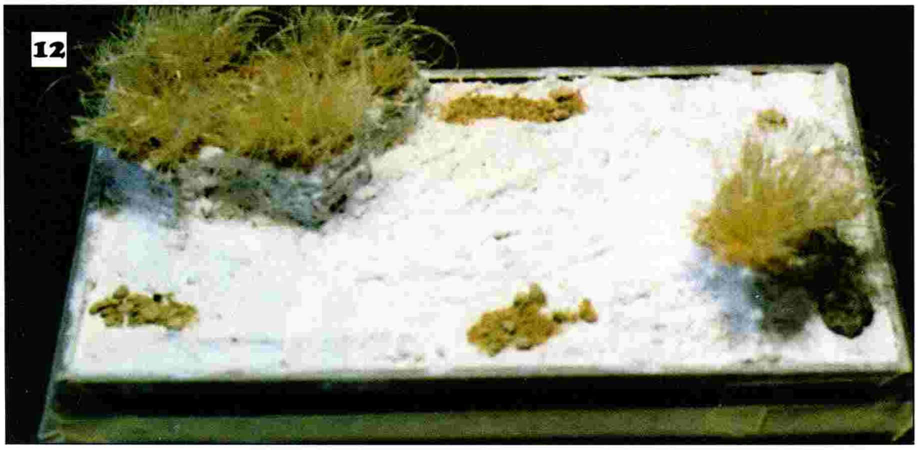
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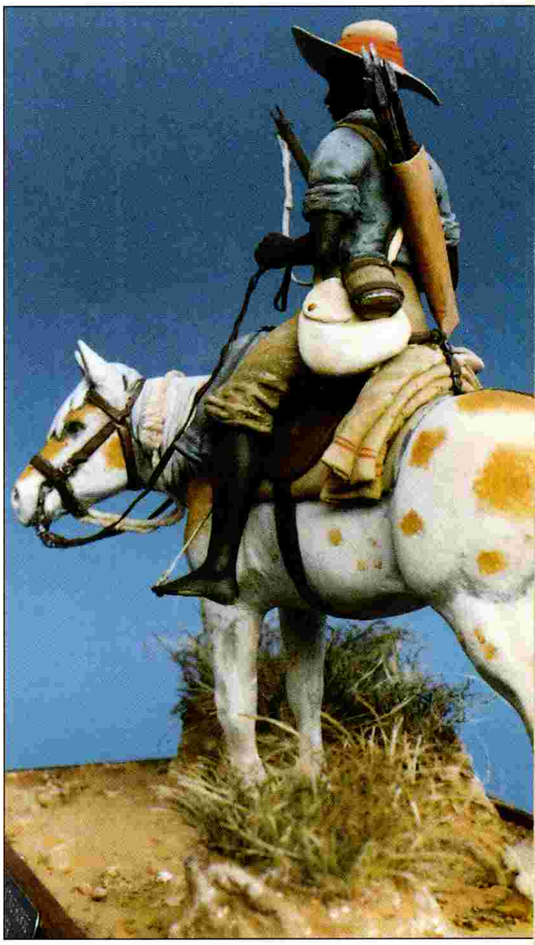


and fixed around a piece of scrap wood. I added small epics of wood to the base then covered everything with a mixture similar to Polyfilla. When everything was dry I added some small stones and grit. I fixed some sisal string in place on the higher parts of the base to represent long grass.

Apart from the flesh areas on the trooper and the pony, which I painted in artist oil colours, I used Humbrol enamels throughout on this model

Sources

Verlinden Productions, via Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ.
Kneadatite Epoxy Putty - from Optum Hobby Aids, PO Box 262, Haywards Heath, West Sussex RH16 3FR
Bob Marrion's article in ***Military Modelling*** July 1974. ■

British Cavalry Regiments Remembered

Doug Hagger and Bob Marrion return with another two-part feature in our popular occasional series with the first part of the history of The 8th King's Royal Irish Hussars 1693-1745

The 8th King's Royal Irish Hussars came into being as the result of a commission given to Colonel Henry Cunninghame on 28th January, 1693 to raise a regiment of dragoons for service in Ireland. The Regiment was to consist of eight companies, each comprising two Sergeants, three Corporals, Drummers, and 60 privates; only Protestants were to be enlisted. They were armed with swords and pistols, and long muskets and bayonets in order to fulfil their dual role as cavalry and foot soldiers.

When formed, the Regiment carried out its intended duties in Ireland and, in 1701, two additional troops were added to the strength of Conyngham's Dragoons, as it was now titled (the Colonel's name spelling having been amended in the course of time). Also, in 1701, the prohibition against the enlistment of Catholics into the Regiment was reinforced by a further order forbidding it.

War of the Spanish Succession

At the outbreak of the War of the Spanish Succession in 1704 the 8th received orders to embark for Portugal, arriving at Lisbon in November of that year under the command of Lieutenant Colonel John Pepper. However, there were no horses available for them and they remained inactive until May of 1705 when they received 420 horses from Ireland, after which they took part in the storming and capture of Barcelona in October of that year.

Some three months later Conyngham was mortally wounded during a brisk engagement with the French, and died three days later; he was succeeded in the command on the 26th January, 1706 by Robert Killigrew who was, however, himself killed at the Battle of Alamanza on the 25th April, 1707, at which only 50 or so men of the Regiment were present, 150 having previously been taken prisoner, and the remainder either sick or on detached duty of various descriptions. Of the 50 men present at the battle, 31 were killed or wounded and the survivors escaped from what had been a disastrous rout for the Allied forces. The Lieutenant Colonel of the 8th, John Pepper, was appointed as Colonel of the Regiment on 15th April, 1707.

The 'Cross Belts'

The shattered remnant of the 8th received recruits and horses from Ireland plus drafts of men and horses from other regiments, but by November, 1707 it was still only some 80 men strong. Nevertheless, by 1708 it was strong enough to take the field again and participated in the capture of Minorca in September, 1708. On the 27th June, 1710 Pepper's Dragoons covered themselves in glory at the Battle of Almanara, where 26 squadrons of Allied cavalry routed 42 squadrons of the enemy. The 8th's part in this was the overthrow of a corps of Spanish cavalry; as a trophy of their success they took and donned the cross-belts of their vanquished foes and thus earned their long-standing nickname of 'The Crossbelts'.

The 8th continued to take a full part in the ups and downs of this war until it ended in 1713 and they then returned home, minus their horses, to Ireland. In April of that year their rank and precedence as the 8th or Pepper's Dragoons was confirmed by a General Order, but a year later they were given orders to disband as the result of some 'behind the scenes' machinations prior to the attempt of the Old Pretender to regain the English throne.

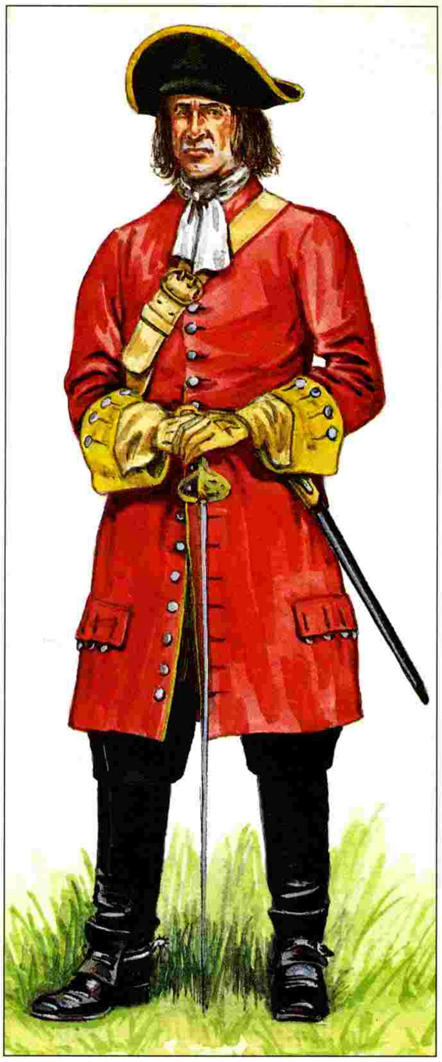
When this abortive uprising took place, the 8th was the first regiment to be reactivated, in July, 1715. They were distinguished at this time by wearing their buff leather sword-belts suspended from the right shoulder, like the regiments of Horse, instead of having them fastened around their waists like the other Dragoon regiments. Pepper's Dragoons were quickly ordered to Oxford where they rounded up Jacobite adherents who were then sent to London for execution at Tyburn. Early in 1717 the 8th were transferred to the Irish establishment and two years later Major General Pepper, as he now was, sold his commission as Colonel of the 8th to Major General Bowles and in the Spring of 1719 the Regiment proceeded to Ireland where it was to remain for the next 25 years.

The '45 Rebellion

Their long sojourn in the Emerald Isle came to an end in 1744 and it was then garrisoned at various English towns until the Jacobite Rebellion of 1745 broke out. They were ordered North and arrived there after an arduous 100-mile march in terrible winter conditions over roads covered in snow and ice. They then took part in the siege and capture of Carlisle whence they were sent on to Scotland where they participated in a number of actions, but were not present at the decisive Battle of Culloden although they were afterwards employed in apprehending fleeing Jacobite supporters.

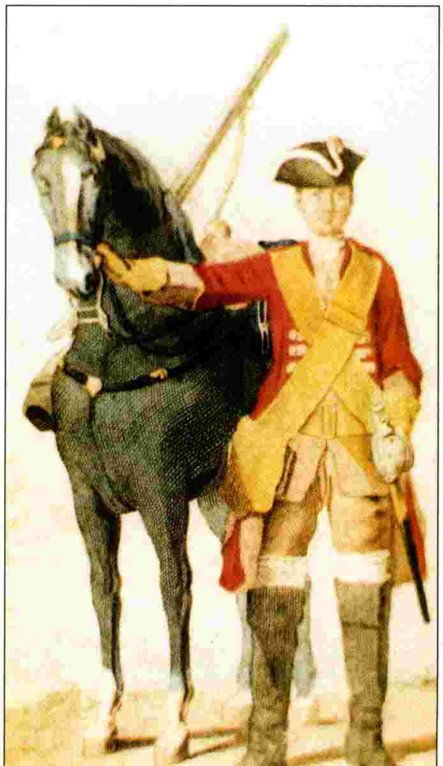
1746 -1794

August 1746 found the Regiment at grass quarters at Dumfries. Their strength was 46 officers and staff plus 310 other ranks; by April of 1748 they had 21 officers, 30 NCOs and 328 men, with troops dispersed to various Scottish towns, but later in that year they were reduced to 280 all ranks.



ABOVE: Little, if any, information regarding the first uniform worn by the Regiment raised in 1693 by Henry Conyngham is known, other than that the clothing was red lined with yellow, with yellow waistcoat and breeches. This reconstruction is based on the uniforms of other cavalry regiments raised about this time.

BELOW: A contemporary print, based upon a painting by John Rice, depicts the uniform worn by Conyngham's Dragoons in 1742; the deep yellow waistcoat and breeches are shown as dark buff in the original print. Horse furniture was also deep yellow.



The year 1750 saw the 8th in Ireland, split up into detachments in small towns and villages as was usual in that turbulent land, the Colonelcy now being held by the Honourable John Waldegrave, but in 1758 he took over the 5th Dragoon Guards and was succeeded by Major General the Hon Joseph Yorke. In 1763, following the end of the Seven Years War, there were further reductions in the Army, as usual at the end of a war, and the 8th's strength was then 27 officers and staff, 18 NC0s, six hautboys, six drummers, and just 120 privates.

By 1767 the Colonelcy had changed hands again and was now held by Major General John Severne, who had previously been Lieutenant Colonel Commanding from 1750 to 1760. In June of that year Major General Lord Blayney carried out a very exhaustive inspection of the 8th, at the end of which he reported that the 8th Dragoons were a very well made body of men, their horses were active and in good order, and that the men were well-clothed and well appointed.

A very popular regiment

As a matter of comment, the 8th seems to have been a very popular regiment and there was a good deal of competition for commissions in it. The 'over-regulation' price for a commission (i.e. the extra money always paid over and above the official price set for a commission in each rank) was very high in this regiment and by 1766 the cost of an initial Cornetcy was £2,000 over the regulation price - an enormous sum in comparison to present-day monetary values. It is on record that no candidate was considered qualified to join the officers unless he could easily afford to add £100 per annum to his pay - again, a very hefty sum by present-day standards.

An inspection report by Lieutenant General Dilkes in May, 1768 mentions that the officers were of good appearance, well-dressed, well-armed, and saluted well; in general they were well-mounted. The NCOs were also of a good appearance and well-mounted. Immediately after this inspection the 8th received a new Lieutenant Colonel Commanding, Francis Lascelles and over the next few years the 8th continued to receive highly complimentary inspection reports from a succession of general officers.

Converted to light dragoons

In 1775 an important event took place as far as the 8th were concerned for it was proposed to convert two more heavy dragoon regiments to light dragoons and the 8th was one of the regiments chosen (the other being the 14th). When the change was announced Lieutenant Colonel Lascelles petitioned for the 8th to receive blue facings and be titled The King's Royal Irish Light Dragoons, to compensate them for the loss of their distinguishing cross belt shoulder suspension for their swords which would be lost upon their conversion to light dragoons. Lascelles' request was approved by King George III on the 28th November, 1775.

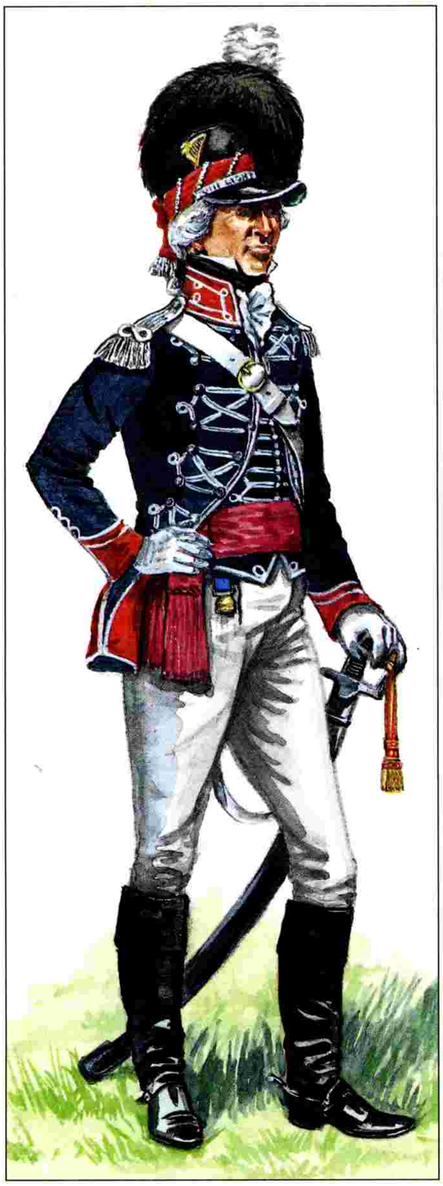
In 1776 they applied for, and received the Royal Assent, to adopt the badge of a Harp and Crown, and the motto *'Pristinae Virtutis Memores'*.

A young regiment

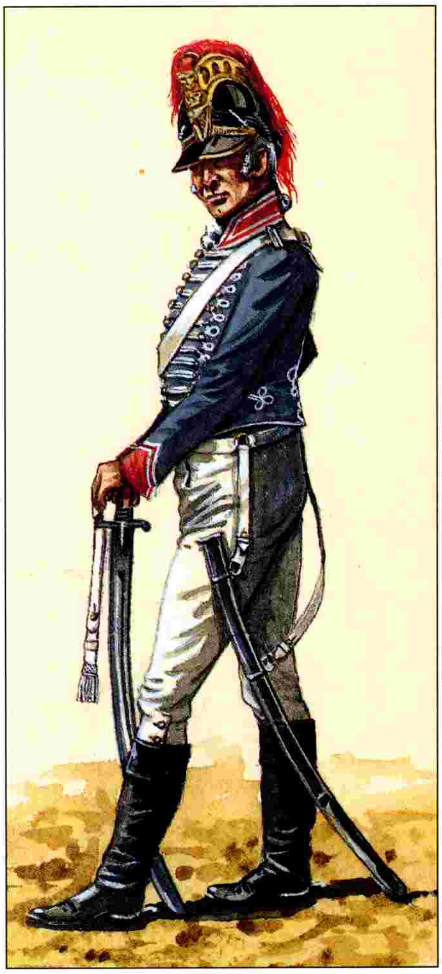
In 1777 an inspection report by General Johnston at Clonmel mentions that the men were very young and of small stature but of good build and growing, and that they rode well. He recorded that 30 of them were only 17, 79 were 18, and 54 were 20 years old - a young regiment, indeed. The 8th continued to receive consistently favourable inspection reports.

They lost their commanding officer in May, 1780, as Lascelles was appointed Lieutenant Colonel of the 3rd Regiment of Dragoons and was succeeded by Andrew Lyon who, however, soon relinquished the command and was himself succeeded in April, 1781 by Major R. H. Southwell, an enthusiastic and innovative Irishman whose brain-waves did not always meet with official favour. For example, the white goatskin horse furniture with brass Royal Monogram and Harp and Crown badges thereon, which he introduced and upon which there was a very unflattering report at an inspection by Earl Carhampton in 1787.

The Regiment received a new Colonel in 1789, none other than their former commanding officer, Francis Lascelles.



In 1775 the Regiment was converted to light dragoons and in 1784 the uniforms of all the light dragoon regiments were changed from red to dark blue; 'Royal' regiments were to have red facings. A leather 'Tarleton' helmet was worn, with a black bearskin crest, red turban, and a badge representing an Irish harp in yellow metal was displayed on the left side.



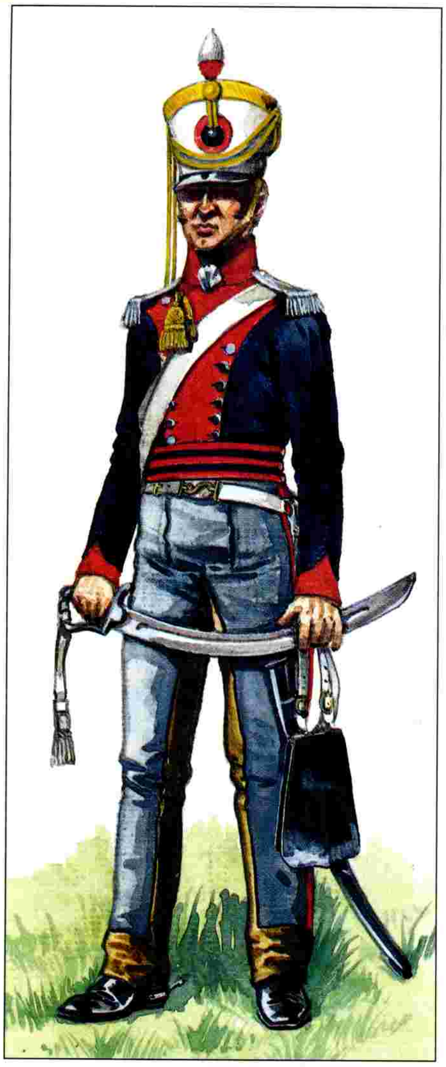
In 1801 the Regiment was sent to Egypt and from there to India where a light blue-grey uniform replaced the dark blue, which was customary for light dragoon regiments serving in hot climates. A lightweight helmet of blackened tin with brass fittings and red horsehair crest replaced the 'Tarleton' helmets for all ranks when serving in India and Egypt. The subject of the illustration wears the new light dragoon jacket introduced in 1796.

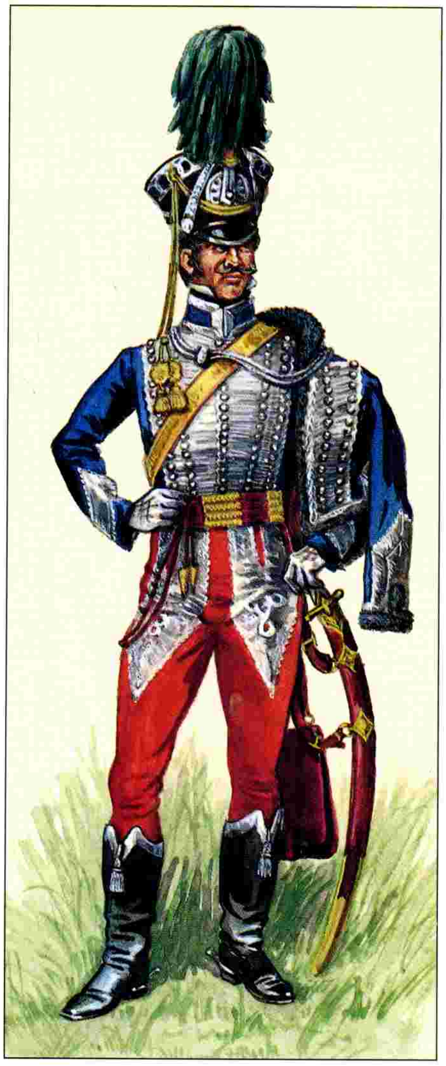
The French Revolution

At last the even tenor of the 8th's peaceful existence was disturbed for in 1793 the French Revolutionaries cast their shadows over Europe and, in November of that year, the 8th received an augmentation in numbers in the shape of six Sergeants, six Corporals, and 108 privates, bringing the total strength up to 351 officers and other ranks, A month later they were further augmented to 447, and on 15th April, 1794 embarked for Flanders. Upon arrival there they were sent to Ostend and joined the Austrians and Hanoverians.

Their first experience of warfare, on 18th May at Bousbeque, was a chastening affair which ended in a bloody defeat for the Allies, although the 8th themselves performed very creditably, but at a heavy cost for out of 200 engaged in this battle no less than 186 were killed, wounded or captured. Out of two squadrons involved the only survivors were two officers and 14 men.

The remnants of the Regiment took part in further actions and by July was reduced to about a fifth of its original strength, forming just a single squadron of around 100 effectives. The 8th continued to soldier on, however, in this unhappy campaign, which took place in ▶





ABOVE LEFT: By 1812 a new style uniform had been introduced for light dragoons. The shako was covered in light grey or white cloth for regiments serving in tropical climates and all regiments were ordered to change their lace and button colours from white to yellow. Charles Hamilton Smith represented the Regiment wearing the new shako with yellow lace and cords, but the jacket decorated with white epaulettes and buttons. In 1813 the Regiment took the normal black shako into wear.
ABOVE RIGHT: When the Regiment returned to England in 1823 it was converted to hussars and adopted the traditional style of hussar uniform, reverting to silver lace, and with an extremely luxurious and ornate pelisse for the officers. For normal wear, baggy Cossack style trousers of light blue cloth were worn, but for levees and full review order they donned scarlet breeches ornamented with silver lace and embroidery on each thigh, and silver lace stripes along the outer leg. At this time the pelisse was dark blue, trimmed with grey astrakhan fur.

atrocious winter conditions and resulted in an ignominious retreat of the Allied Forces and the abandonment of the Low Countries by the British expeditionary force.

1795-1823

The 8th embarked for homeward passage in November 1795, but stormy winds delayed their passage and it was Christmas Eve before they made their arrival at Newcastle from whence they departed for Manchester.

In the Spring of 1796, however, they were warned for service in the East Indies and embarked in August of that year for the Cape, which they reached after a three-month voyage. During their first two months ashore 100 men were hospitalised by dysentery and by June 1797 they had still only about 150 men mounted which must have hindered them considerably in their principal task of maintaining law and order among the Boers, a duty which was also hindered by a disastrous stable fire in November, 1798 which resulted in the loss of 72 horses.

Detachment to Egypt

In February, 1801 a single troop of the 8th under Capt. Hawkins, totalling 85 officers and men, was sent to Egypt to join Sir David Baird's forces at Rosetta which was there in consequence of Napoleon's invasion of that country. The heat was intense and there was much sickness which reduced their numbers to only 64 effectives. This small detachment remained in Egypt until June, 1802 when they sailed for India and were sent first to Madras and then to Vellore where they stayed until 1804 before rejoining the main body of the regiment which had arrived in Bengal from the Cape early in 1803.

With Wellesley in India

The 8th now formed part of Sir Arthur Wellesley's forces who were engaged in a war against the Mahrattas under Holkar. They acquired their first battle honour at Leswarree on 1st November, 1803 where all the Regiment were mounted on grey Arab horses with the exception of their Colonel, Vandeleur, who rode a favourite black charger and thereby made himself conspicuous which resulted in his being shot through the heart by a French artillery-man. In this same conflict Lieutenant Lindon received a grape shot in the knee and died within 24 hours, Lieutenant Willard had his arm carried away by another grape shot and Cornet Burrowes was severely wounded in the head and face while engaged in single combat; apart from these officer casualties, 16 other ranks were killed and 34 wounded.

The Regiment returned to Cawnpore after Leswarree, which brought about the end of the 2nd Mahratta War, but Holkar remained free as a dangerous and active enemy. He suffered a damaging defeat by the British forces, however, in November 1804 at Farakhabad, when no less than 3,000 Mahrattas were slain.

Siege was then laid to his fortress of Deig, to which he had retired, and the 8th Light Dragoons took a full part in providing working parties for the trenches and batteries, paying a heavy price for on the 1st December 1804, 198 were on the sick list. The fortress finally fell and Holkar retired to Futtepore, eventually signing a peace treaty in January, 1806.

The 8th Light Dragoons then took part in the operations which secured the Bundelkhand and in the suppression of the Pindaris, marauding bands of robbers, after which they returned once more to Cawnpore and later to Meerut, where they relieved the 24th Light Dragoons.

Sir Rollo Gillespie

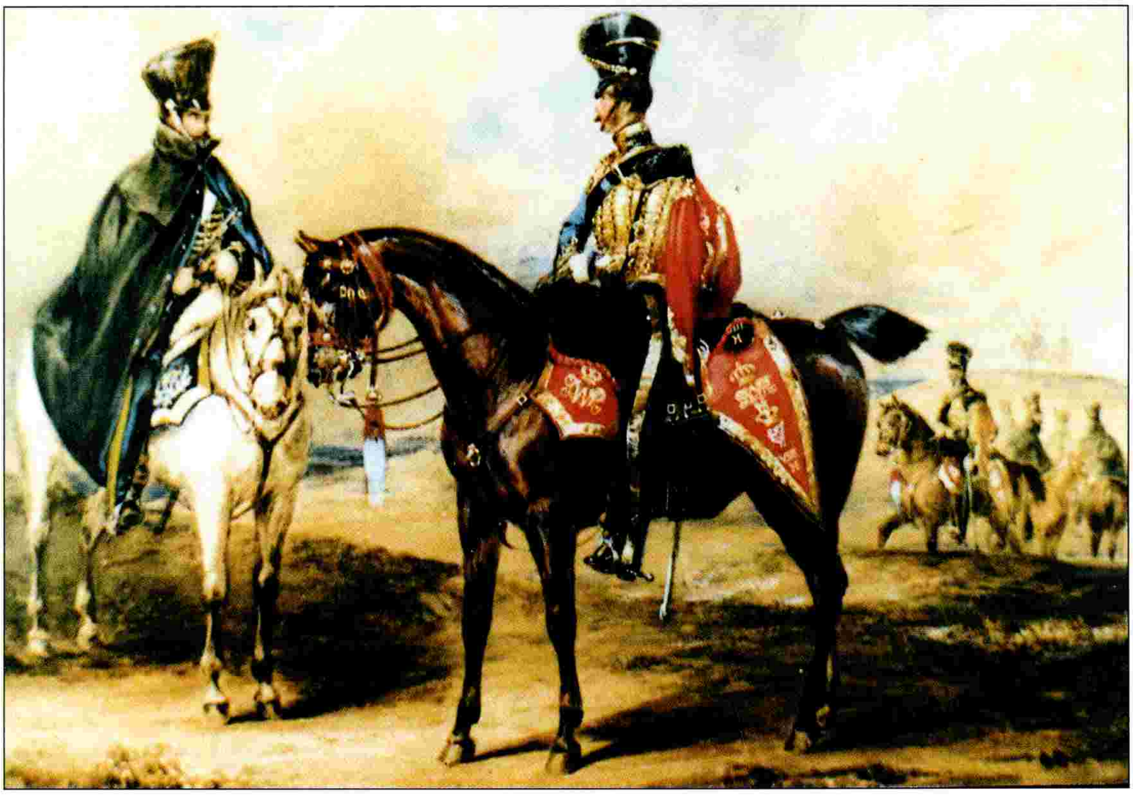
In 1814 the British forces turned to the suppression of the Gurkhas in Nepal, which formidable task required a force of 30,000 men under the command of Sir Rollo Gillespie, who had commanded the 8th from 1807 to 1809. Gillespie was a diminutive Ulsterman who possessed a formidable amount of courage. He was once provoked into a duel with a notorious duellist and challenged his opponent to fight with pistols across a handkerchief, with each holding one corner of it; Gillespie was slightly wounded by his adversary who fired first, but then shot his man dead.

On another occasion he fought eight robbers who had broken into his quarters and killed six of them before the other two fled. Later, in Madras, when a tiger escaped from a menagerie he borrowed a lance from a native cavalryman, mounted a pony, and killed the tiger. He exchanged into the 8th from the 19th Light Dragoons in April 1807, but was transferred to the command of the 25th Light Dragoons in January 1809, much to their regret.

However, Gillespie's luck ran out on the 31st October, 1814 whilst attempting to assault and capture the mountain fortress of Kalunga, he was shot through the heart while leading a foray. A detachment of the 8th were present at this action and had five officers wounded, of whom one died, three privates killed, and 54 other ranks wounded. After the fortress finally fell at the end of November this 8th Light Dragoon squadron rejoined the remainder of the Regiment at Meerut.

Last campaign in India

In 1817 they were in action again subduing the great Talukdars of the Doab before



LEFT: An officer and private of the Regiment c.1834, after a painting by Henri Martens. In 1830 all ranks were ordered to wear a red pelisse trimmed with black fur and the lace was changed again from silver to gold.

returning once more to Meerut, only to take the field again in October of that year once more against the Pindaris. This was their last campaign in India and lasted for three months before they could return to their station at Meerut early in 1818. It was in this year that General Sir Banastre Tarleton was appointed to the Colonelcy of the Regiment.

Hussars on arrival

After 20 years service in India the 8th received orders for home in August, 1822 and sailed on the 11th January, 1823 but did not land at Gravesend until the following 5th May. Upon their arrival they learned that they were to be uniformed and equipped as hussars and received their appropriate new clothing early in 1824.

Inspection reports

The Regiment was inspected at Ipswich by Major General Lord Edward Somerset in October, 1823 and again by him at Romford in June, 1824. He was apparently not very satisfied with the Regiment's discipline and training which may have been due to the youth of the subalterns and troopers. The officer commanding at this time was Lieutenant Colonel the Honourable Henry Westenra, who had taken command only a month earlier. Lord Edward's inspection report was not exactly creditable to Westenra for Somerset noted that; "Lieutenant Colonel Westenra, who assumed the command on the 9th May, is an officer of long-standing in the service, but does not appear to possess much energy or activity."

'Buts' in inspection reports were usually pretty serious and this 'but' was more serious than most, and probably led to Westenra's early retirement on the 28th October, 1824; he was succeeded by Lieutenant Colonel Lord George Russell.

On the 14th March, 1825 the Regiment was notified that it was permitted to retain on its standard the badge of the Harp and Crown with the motto *'Pristinae Virtutis Memores'* and that it was sanctioned to bear upon its standard and appointments the words 'Leswarree', in commemoration of the distinguished conduct of the corps during the battle fought near Laswaree *(sic)* on the 1st November, 1803 and 'Hindoostan', as a lasting testimony of the exemplary conduct of the corps during the period of its service in India from 1802 to 1822.

The 8th was inspected in August 1825 by Sir Hussey Vivian, who found it much improved since the previous inspection, and confirmed this in another inspection report in 1826.

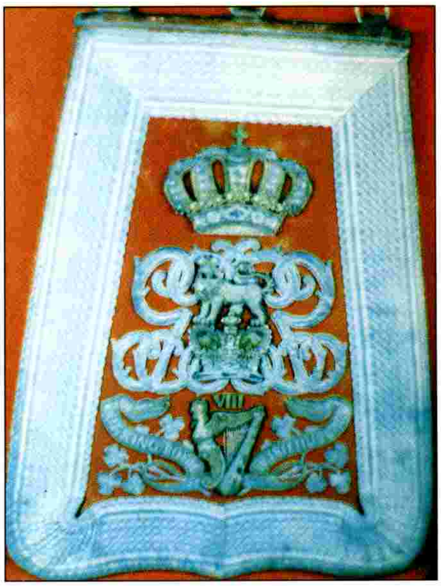
The Regiment had a short tour of duty in Ireland from 1827 to 1831 during which time Lord George Russell retired and was succeeded by Lieutenant Colonel the Honourable George Berkeley Molyneux, who was only 28 years of age. He did remarkable work in the Regiment, but died while still in command in 1841, at the early age of 39, and his loss was very much regretted in the regiment.

In 1831 Major General Sir Charles Dalbiac inspected the Regiment and was not at all pleased with their discipline and lack of authority exercised by the sergeants, whom he collectively cautioned with regard to their duties. As a result of this there was a marked tightening of discipline for in the ensuing 12 months there were 24 district, two detachment, and 22 regimental courts-martial! By 1835 General Dalbiac was commenting favourably on the much diminished frequency of courts-martial and, in general, considered the 8th Hussars to be a well-conducted corps.

Favourable inspection reports

It received a further favourable report by Sir J.W. Sleigh at Leeds in 1839, who singled out the Adjutant and Riding Master as being particularly efficient. He deplored, however, the Regiment's accommodation, noting that they were - "crowded in upon the 7th Dragoon Guards and Horse Artillery without the full use of a Riding House, no School Room, or Mess House for the officers, who consequently are deprived of a mess allowance. On every consideration it is advisable that the Regiment should be sent to a Barracks where the corps may establish its own HQ; at present they can do nothing."

BELOW: Officers' sabretache, c.1820.



Sleigh's report may have carried some weight for in 1840 the 8th moved to Norwich and then to Manchester in 1841 where, as mentioned earlier, Lieutenant Colonel Molyneux died and was succeeded by Major McCall. They were quartered in various English towns until 1844 when they were sent to Ireland once more and employed there in aid of the civil power.

Distasteful duties

Always a distasteful duty for the troops aiding the civil power was particularly so at this time, for there was a disastrous failure of the potato crop in 1846 and a terrible famine ensued which led to great hardship, and ▶

detachments of the Regiment were despatched all over the country to keep order. The 1840s was also a time of great political agitation in Ireland for repeal of the Union, and in 1848 the Regiment was occupied for six weeks in cutting down rebellion by the Young Ireland movement.

Life service abolished

A year previous to this, in l847, enlistment for life in the Army was abolished in favour of short service of 10 or 12 years, with the option of joining for 21 years. In this year also, Lieutenant Colonel McCall retired and was replaced by Major F.G. Shewell.

After nearly six years hard service in Ireland the 8th returned to England in May, 1850.

Uniforms

When first formed, Conyngham's Dragoons were clothed in scarlet coats turned up in yellow, with yellow waistcoats and breeches. They wore broad-brimmed hats turned up on both sides and behind, and boots reaching to the knee. Their horse furniture (i.e. saddle cloth and holster caps) was yellow. They also had loose red cloaks with a small cape attached, which was often in the regimental facing colour; when not being worn they were rolled up and attached to the saddle by straps.

The Royal Warrant of 1751 gives the 8th Dragoons scarlet double-breasted coats, lined with yellow, without lapels, and white metal buttons set on three and three upon white lace buttonholes, a slash pocket in each skirt, and a white worsted aiguillette on the right shoulder; their breeches and waistcoats were yellow. Their hats were now the three-cornered cocked variety, bound with silver lace with a white metal loop and black cockade.

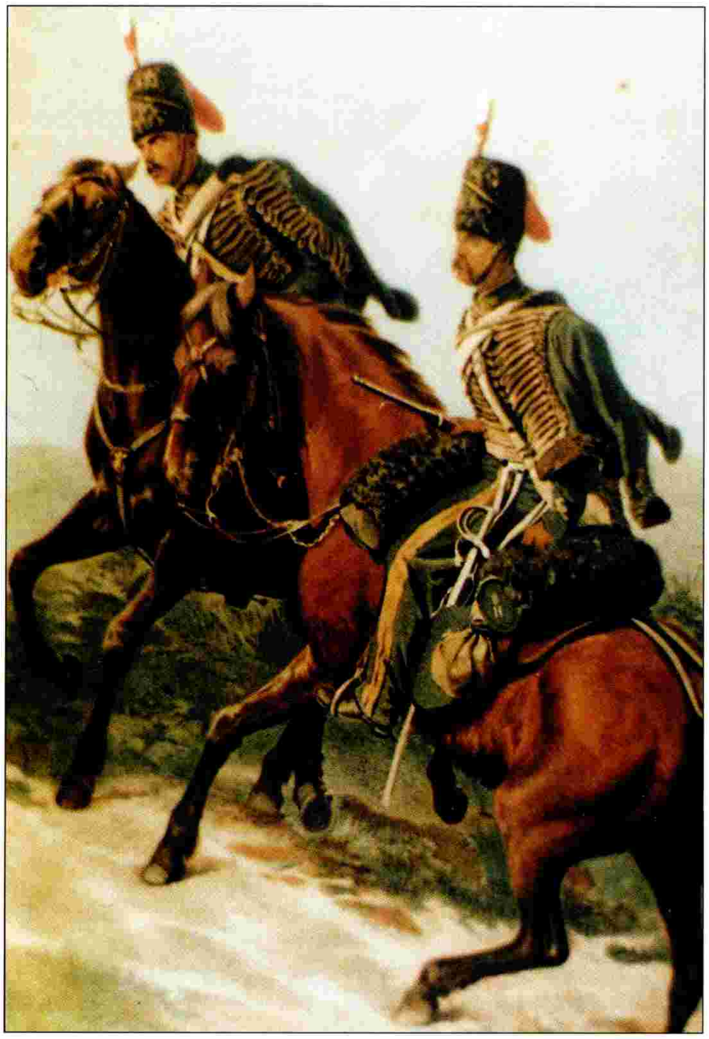
Cloaks were scarlet with a yellow collar, lined with yellow and buttons set on three on three upon white frogs or loops with a yellow central stripe. The housings and holster caps were of yellow cloth with a border of broad white lace having a yellow central stripe. Officers were distinguished by silver embroidery on their coats with silver worked buttonholes, and a crimson silk sash worn over the left shoulder. Quartermasters wore a crimson sash around the waist. sergeants had narrow silver lace on the cuffs, pockets and shoulder straps, silver aiguillettes, and a yellow and white worsted sash around their waists. Corporals had the silver lace only on the cuffs and shoulder straps, plus a white silk aiguilette.

An inspection report of 1768 refers to the officers' uniforms as being - "plain, with a slashed sleeve, small yellow cuff, white lining, white waistcoat and breeches, silver buttons, silver epaulettes, and silver-laced hats".

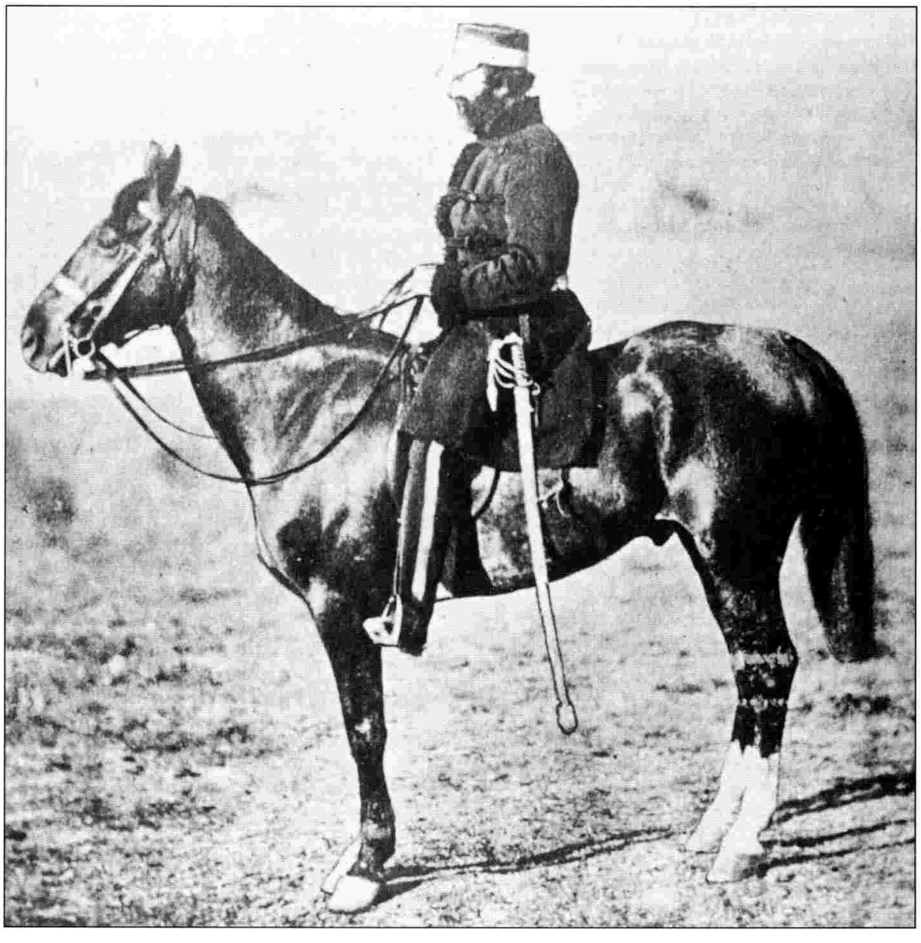
When the 8th became light dragoons in 1775 and were given a 'Royal' title, their facings were altered to blue, their waistcoats, breeches and belts remaining white, In 1779 Major General Massey described the officers' dress as - "coats laced with silver, laced epaulettes, blue lapels, white waistcoats and breeches, silver buttons, and helmets".

In 1784 their uniform was changed from scarlet to dark blue and the facings were, therefore, changed accordingly to the 'Royal' scarlet.

When the 8th were ordered to Egypt and India they exchanged their dark blue jackets for French-grey (a greyish light blue colour commonly used in India), with facings of scarlet and silver or white lace for the officers and other ranks respectively. ■



LEFT: The Regiment took part in the Charge of the Light Brigade at Balaclava in October, 1854. The above illustration shows how the 8th was basically attired at the outset of the Crimean War, with the exception that busby plumes were removed and the Regiment was minus its pelisses which were lost, together with all their baggage, in a shipwreck



BELOW: A photograph of Colonel Frederick George Shewell, who commanded the 8th Hussars from the 19th February 1847, taken in the Crimea c.1855. He was commissioned as a Cornet on 28.8.1827; promoted Lieutenant 6.9.1831; Captain 28.4.1837; Major 23.8.1844;Lieutenant Colonel l9.2.1847; Colonel 28.11.1854; Brigadier General 2310.1855. He died on sick leave in England on the 1st October, 1856.

OBSERVATION POST

NEWS FOR WARGAMERS - BY STUART ASQUITH

ABOVE: Tumbling Dice Miniatures have extended their 1:72 scale Wars of the Roses c1480 range of pewter figures to include troop types for continental armies of the Burgundian Wars. LEFT: Andrea Miniatures have launched a range of 30mm white metal figures of 1st century AD Imperial Romans.

Wargaming returns to Olympia!

After a lapse of a few years, the 1997 International Model Show at Olympia will once more feature wargaming within what will be an area dedicated to the military side of modelling. As I understand it, there will be a clearly marked (and carpeted!) area bounded by show-cases containing figures - some on loan and purely for display purposes and some which are entries in the competitions. Within this area there will be a number of wargame tables, so if you are interested in showing wargaming to a new audience by putting on a demonstration or participation game - which must be of a high presentational standard - at the International Model Show, let me know by writing to me, care of The Editor, Military Modelling, Nexus House, Boundary Way, Hemel Hempstead HP2 7ST.

Bifrost '97

The Society of Twentieth Century Wargamers and the Society of Fantasy and Science Fiction Wargamers will be holding a joint wargaming Open Day from 10am to 4pm on Saturday, 24th May 1997 under the banner "Bifrost '97". The event will be held at the Sandwell Leisure Centre, Edward Street, West Bromwich. West Midlands, which is just off Junction 1 of the M5 motorway. The entry is £2 for adults and 50p for the under 16s. The open day is intended to show-case the relevant wargame periods and provide visitors with a wide selection of around 16 participation games. There will also be around 30 traders, including a number not normally seen at more generalised shows. Additionally, there will be a bring and buy, refreshments and a bar. If anyone would like a map or any further information, please send an ssae to "Bifrost '97", 4 Old Acre Road, Whitchurch, Bristol BS14 0HN.

Broadsword '97

Broadsword, the annual event of the Loughton Strike Force Wargamers' Club will this year take place on Sunday, 1st June at the Assembly Hall, Walthamstow Town Hall, Forest Road, Walthamstow, London E17. The venue is close to the M11 motorway and the nearest rail station is Wood Street, reached by British Rail from Liverpool Street. There will be 30 trade stands, 15 games and a bring and buy. The doors open from 10am to 5pm - advance tickets at £2 (adults) and £1 (children) are available from Kevin Brazier, 3 The Mile End, Walthamstow, London E17 5QE, cheques payable to Loughton Strike Force.

Fiasco 1997

Fiasco 1997 will take place on Saturday, 21st June at the Armley Sports Centre in Leeds. There will also be a second event 'Fiasco II' on Sunday, 2nd November at The Royal Armouries Museum in Leeds. For further details contact John Smith, 27 Armley Grange Mount, Leeds LS12 3QB.

Frei Korps 15

Frei Korps 15 (25 Princetown Road, Bangor, County Down BT20 3TA) have launched a new range of 15mm WWI Middle East figures. The first releases are packs of British, Imperial and Australian infantry, each featuring advancing, firing or heavy weapons and crews. One thing which is immediately apparent is that Frei Korps 15 are using a new metal, which is no longer brittle. Within the packs, which contain eight castings, there is a variety of figure poses and the British are in peaked caps, Imperial troops in sun helmets and Australians in bush hats. Due next are similarly packaged Turkish infantry, to be followed by Allied cavalry.

The Wars of the Roses

Tumbling Dice Miniatures (96 Sandfield Road, Arnold, Nottingham NG5 6QJ) have extended their 1:72 scale Wars of the Roses c.1480 range of pewter figures to include troop types for continental armies of the Burgundian Wars. The castings are very crisp, neatly styled and cry out to be painted. There are now 10 mounted figures, five horses and 20 figures on foot, including knights, billmen, archers, crossbow, handgunner, pikemen and halberdiers. Foot and riders are 35p each, horses 70p each. There are now three artillery packs, containing either an organ gun, a bombard or a cannon, with four crew members in each case and a command pack of a mounted trumpeter, two standard bearers on foot, a mounted standard bearer and two trumpeters on foot. A sample pack offers a selection of mounted and dismounted figures. All these packs are £4.20 each.

Finally there are three discounted army packs - English Army, War of the Roses; Burgundian *Ordonnance;* French *Ordonnance* - and these offer 120 figures for the price of a 100 - i.e. £35. Postage on all orders is 10% UK (minimum 50p), Europe 30% (minimum £1) and plus 50% elsewhere.

British Riflemen

Revell (GB) Limited have changed their name to Revell, Binney and Smith (Europe) Limited, but whatever their name, the company have added a box of British Napoleonic riflemen to the Revell 1:72 scale series of plastic figures. There are 42 figures in the box (Reference 02581), all moulded in light grey plastic comprising riflemen in 10 different poses, plus an officer and bugler. Some have back packs moulded on, some do not and there are 15 packs supplied as separate items. The overall detail is good; some of the figures have the correct 'sword' fixed to their rifles, but somehow a number of the poses are not particularly 'rifleman', they are more generic infantry poses. Nothing wrong in that perhaps, but it would have been an opportunity to depict riflemen in a number of firing poses, working in pairs or running at the trail.

30mm Romans

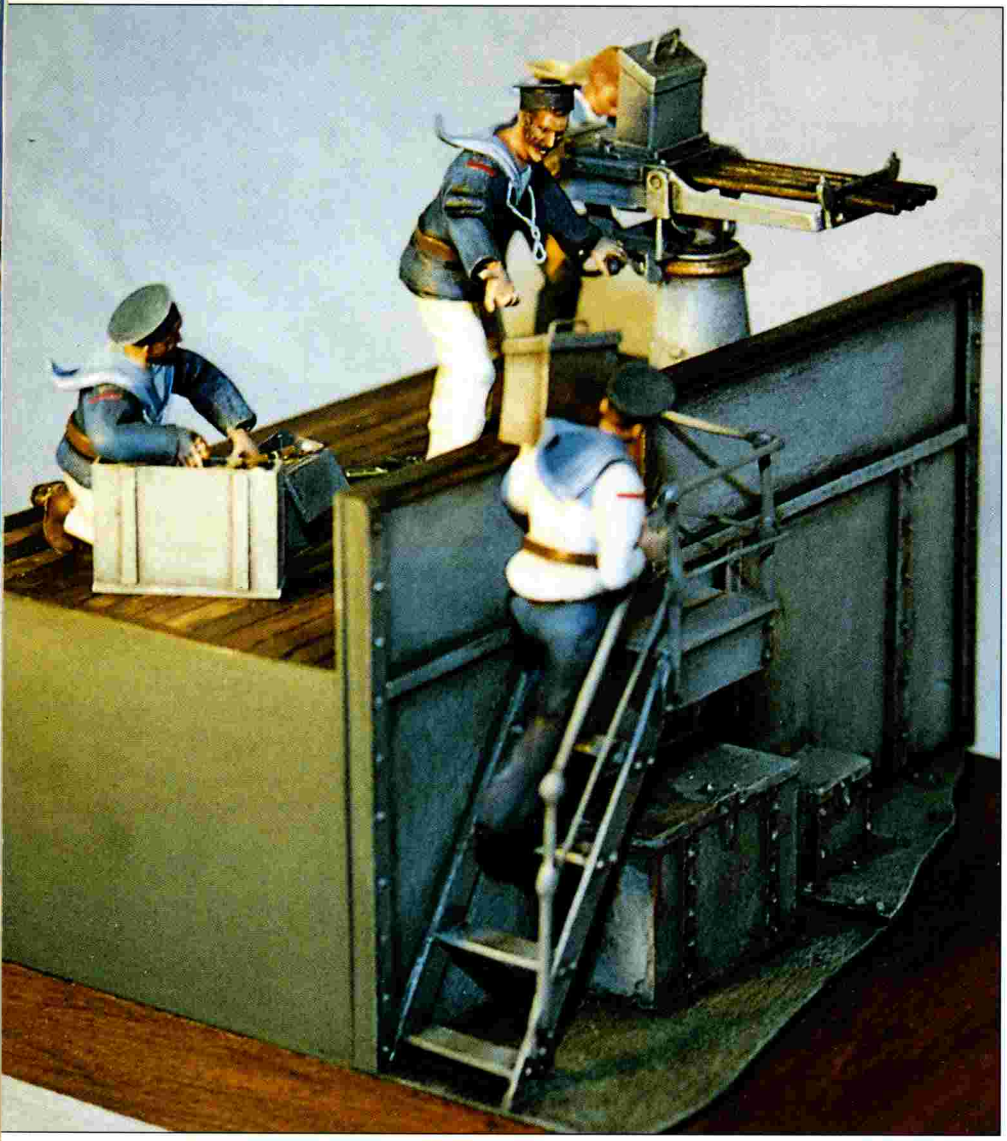
Andrea Miniatures, a Spanish figure manufacturing company, have launched a range of 30mm 1st century AD Imperial Roman army white metal figures. The castings require some assembly and the range features legionaries standing, fighting with sword, two action poses with a pilum, forming a three-man 'tortoise' and in support is a 'scorpion' bolt thrower with two crew figures. Also included in the series are a centurion, tribune, signifier, cornicen, aquilifer and a praetorian guardsman. I do not, as yet, know of UK prices or availability, but the address for the manufacturer is Andrea SL, C/Maestro Zudaire, Los Negrades, Villalba 28409, Madrid.

Deck Markings

Chiltern Miniatures (1 Elmbourne Road, London SW17 8JS) are now importing a new line of aircraft carrier deck markings from SeaBat Replicas in the USA. These have been produced to be used directly with the GHQ range of 1:2400 scale *Micronauts*. The range covers most of the US navy in WWII, along with some Japanese ships of the same period. In addition a large number of modern US navy ships are covered with hull number and helicopter deck marking sets. The decals retail at £3 or £4 per pack and postage is extra up to a maximum of £1 payment can be made by cheque or credit card.

Battle Flags

Chiltern Miniatures are also importing a new line of battle flags from Signifer in the USA. The range covers the Napoleonic Wars in 6mm; ACW in 10mm; Renaissance, AWI, 7YW, Napoleonics, Crimean War, ACW, US Cavalry and FPW in 15mm and 25mm. The prices vary, but for example a pack of eight 15mm flags is £2.40 and the ranges/periods are quite well covered - sending an A4 ssae for a list would be a good move. Signifer products are only available in the UK through Chiltern Miniatures. ■



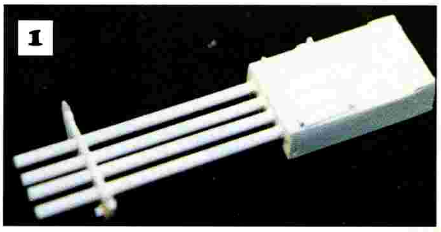
Running Low On Ammunition

David J. Love's model of a Royal Navy Nordenfelt anti-torpedo boat gun was inspired by an article in our February 1994 issue

I presume, like everyone else, I care for and keep very securely all past copies of *Military Modelling magazine*. I have every single issue and actually two of the original 'quarto' size issue Number 1 from January 1971.

Interests do wane and we all get caught up in the need every now and then for a change. When I have spent a great deal of time on one particular model I sometimes feel the urge to do something different - that's when I get out the back issues of ***Mil Mod*** and go in for a bit of 'inspiration research'. An article which may have only got a cursory glance three or four years ago will today spark a whole chain of events which usually leads to a completely different modelling project.

For the last couple of years I have concentrated on the Colonial era with particular emphasis on Naval subjects. I have a particular interest in the automatic weapons of the Victorian age and because the only decent 54mm metal kit available commercially is an American heavy calibre model Gatling made by Hinchliffe I generally have to scratch build in every case for the lighter models used by the Naval Brigade and the British Army. In all my searching around shows, trade fairs and model shops I have never found a supplier of 54mm metal Gardiners, rifle calibre Gatlings or multi-barrel Nordenfelts.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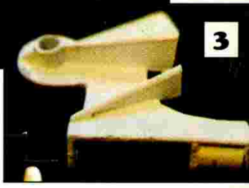
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I had been searching around for a subject to enter in last year's Euro Militaire (little did I know that Bill Horan was preparing to cross the Atlantic again!) when I came across an article by John Thomson in the February 1994 edition of ***Mil Mod*** all about Nordenfelt's gun. The article was extremely well written, beautifully illustrated and presented, a credit to both John and the magazine. One illustration that caught my eye was of two naval ratings operating a one-inch, anti-torpedo boat gun mounted on a warship. Ten minutes later I was sketching an idea out and within an hour I had decided on four ratings desperately trying to keep up with the prodigious appetite of this weapon for ammunition. Historically, of course, this particular weapon never actually saw action, that was left to the smaller calibre models.

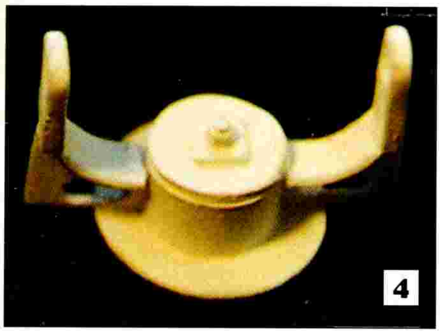
I had satisfied myself with making a model depicting a gunnery competition between crews of ships of the Fleet, so popular in those times (inter-service rivalry could even become a whole new modelling subject). The story, and all dioramas should tell a story, would be set on board ship with an agitated leading seaman urging a young rating to 'hurry up' while another member of the gun crew maintained the one-inch gun in train ready for the replacement magazine which was being filled with ammunition by a fourth crew member from a ready-use locker. The setting would be on the timbered quarter-deck, raised above the steel main deck.

The Model

The model consists of three main components.
(1) The base and setting.
(2) The figures.
(3) The Nordenfelt gun.

I decided at the outset to make two sets of parts for the gun. One set would be for the diorama and the second set would form the master parts for making a metal casting I had in mind for later.

Construction started with the gun. Once I knew what I was going to do I started to put together all the available research materials that I had. John Thomson had provided some excellent line diagrams and some cross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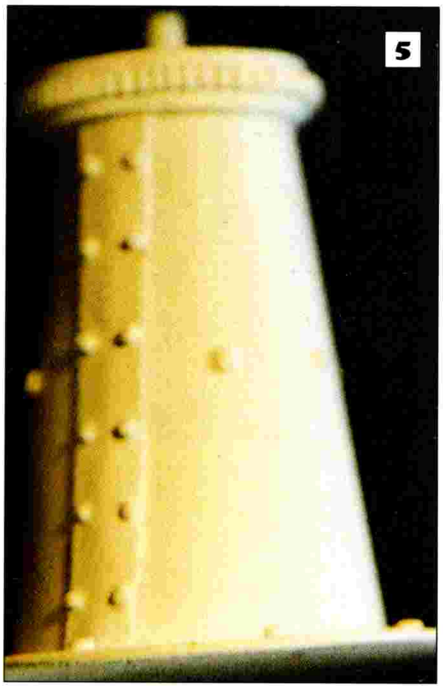
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checking proved that these were extremely accurate. I decided finally on a 1:32 scale model of the 1-inch calibre anti-torpedo boat Nordenfelt Mark I weapon. This was a heavy piece of equipment with large castings forming the gun cradle, wrought iron gun frame, bronze training and elevating screws and hand-wheels, and a heavy sheet iron rolled and riveted mounting cone. The heavy components would have been essential as the four-barrelled gun could fire at a rate of 80-100 rounds per minute with consequential firing shock and recoil. The purpose-made magazine could only hold 40 rounds and so, at full fire rate, this would need replacing every 30 seconds or so, hence the basis of my diorama.

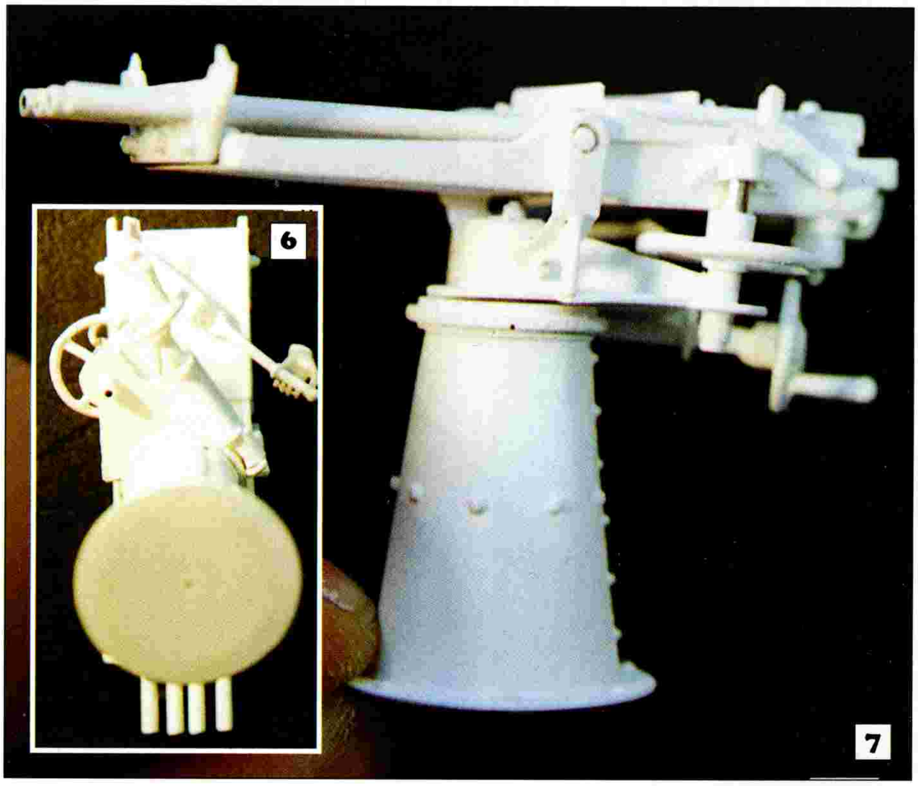
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Photo 1 shows the barrel assembly; this is constructed from 0.062inch diameter bore aluminium tube cut to length and epoxied into the gun breech which is fabricated from 1mm plastic card suitably dressed with card strip breech plate, magazine holder and operating lever lock plates. I always produce my models in sub assembly format, because it seems easier to me to concentrate on getting one part at a time right, it also means that I can reproduce the part by castings, but more of that later.

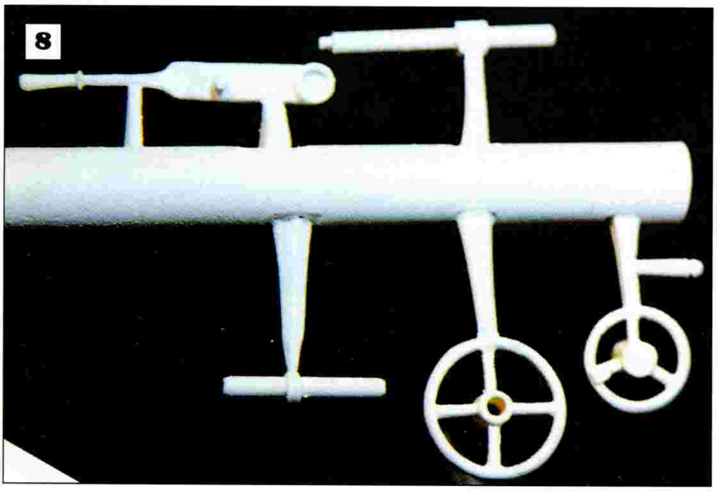
Photo 2 is the gun frame which is sized to ensure that the barrel assembly fits snugly. All the body components are made from .30 thou plastic card, the trunnion bearing is a short length of 4mm diameter plastic tube cut in half and fixed to a shim back plate. All the bolt heads on this and the other parts are from the Brian Sherriff Ltd. range advertised in *MM*. (Part no. LMKA1)

Photos 3 and **4** depict detailed components which, in real life, would have been malleable iron castings or even forgings - either way the model part has got to look 'chunky' with rounded edges, thick fillets (at this scale made from excessive liquid poly) and over-engineered sections.

Photo 5 is the mounting cone which is simply a piece of 15 thou plastic card suitably shaped (remember your geometry for forming truncated cones!) and glued together with a lap strip with rivets cut from stretched sprue. The worm gear is a plastic disc of 40 thou plastic card which has been 'vee-cut' - quite precisely with a scalpel all around its edge.

Photos 6, 7 and **9** show the finished product. Photo 7 in particular gives some idea of the size of the model. The hand, (from the Airfix Multipose range of figures) at photos 6 and 9 will eventually connect with the rating doing the shouting!

Photo 8 illustrates the crank handle, elevating and training hand-wheels and screw shafts. These parts are mounted on a sprue ready for casting as they are the second set of parts and not intended for this model. The parts are carved and fabricated from plastic card and stretched sprue. Hand-wheels are made from sprue wound onto a wooden pencil (like a spring) and warmed up over a light bulb until the sprue 'relaxes'; a quick pull to tighten and the sprue 'sets' into a suitable shape, this can then be trimmed off the 'former' and the resultant ring glued ▶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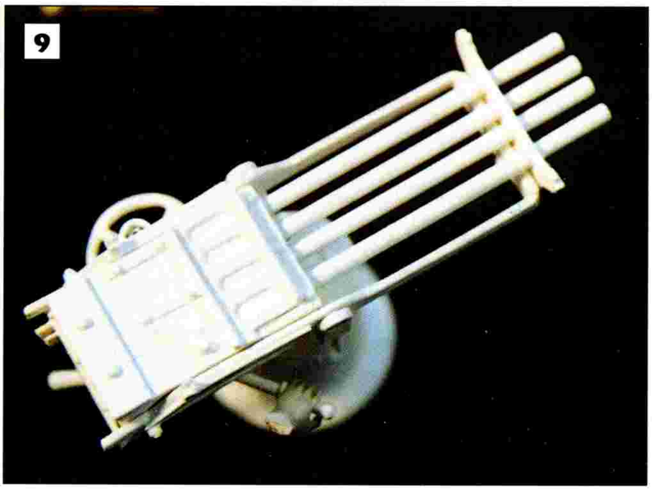
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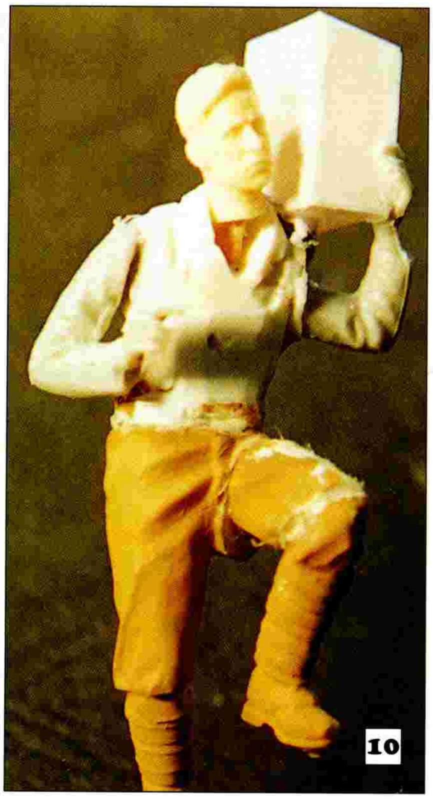
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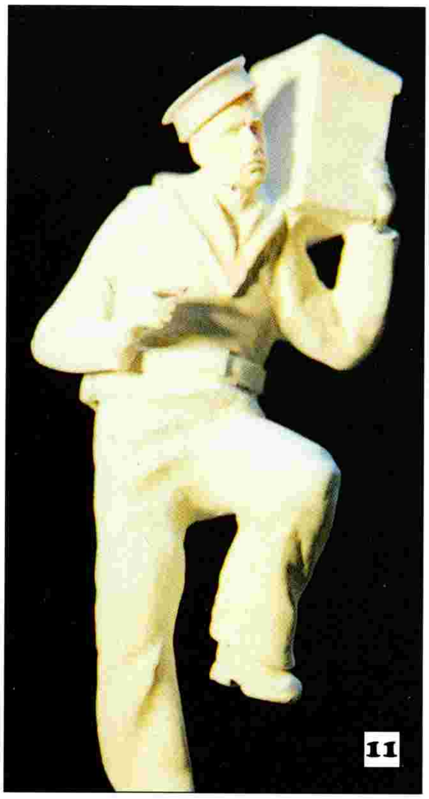
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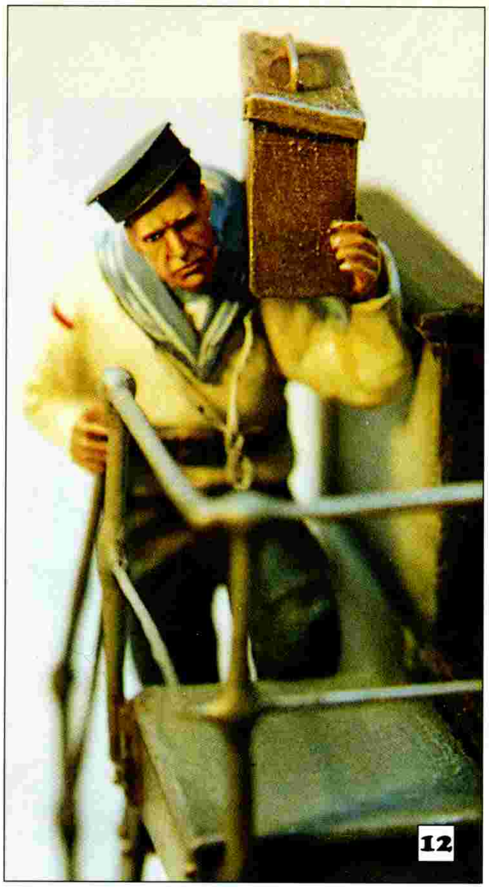
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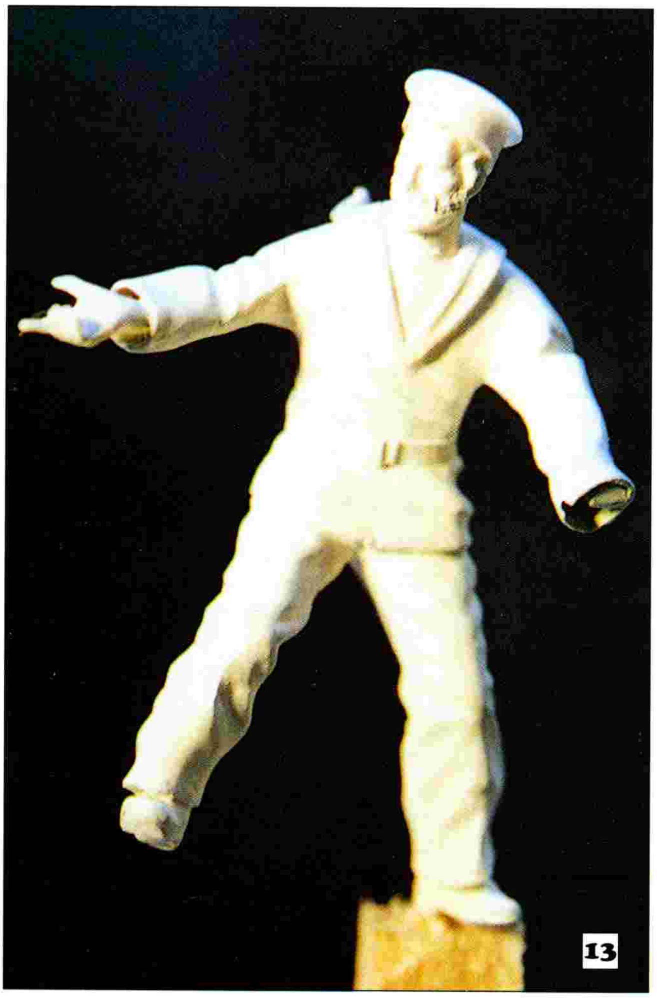
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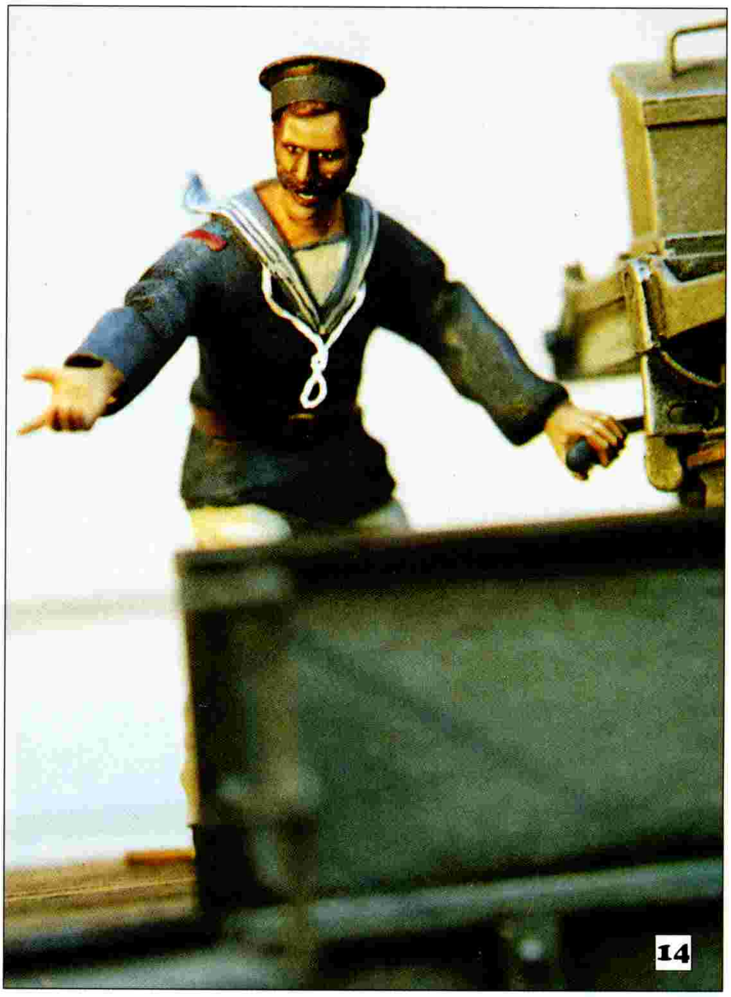
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together and finished off with a drilled boss and spokes. Last, but not least, the magazines - one being carried by the rating climbing the stairs, one mounted 'in action' and one being filled by the third rating all fabricated from 10 thou plastic card, thin strips glued to the top edge form the basis of the lid which also carries a 5amp fuse wire handle.

Photo 10 The figures are all conversions of Airfix Multipose with some of the excellent Hornet heads. The rating carrying the magazine was a real mixture - the legs were conversions from a WWII Marine - which I had started to convert into a soldier from the Boer War from a completely different project - hence the puttees! **Photo 10** illustrates quite well the various parts that are roughly put together to achieve an overall 'look' - at this stage you can cut and move things around until you get it just right. I use super glue for instant tacking together and once I am happy with the fit, fill all the gaps with a mixture of sprue and Winsol - made by Windsor and Newton. This stuff sets as hard as the parent plastic and can be carved and sanded just like the original.

Once this stage has been reached I will have tested for fit on the base structure - in this case the ladder - and will leave it for two or three days to set really hard. I don't worry about removing flash or how the parts look until the next stage which is the reduction of the rough assembly to a stage where the miniature can be dressed in Milliput.

Photo 11 shows the same figure with all the rough parts carved away and Milliput clothing added; after several primer coats painting commences with the usual process - face and hands always painted first; undercoated with matt enamels and finished with oil paints. The same treatment is given to all the other figures, **Photos 13** and **14** showing the 'before' and 'after' for the leading seaman doing all the shouting. Note the hand mentioned earlier is now connected to his left arm.

Photo 15 is the gun layer being tested for fit, both of his hands are connected to the hand wheels only and carving has started on the torso. I've also given him some more hair in Milliput!

Photo 16 is the same figure complete with Sennet hat pushed back to allow a clear view of the gun sights. The gun is now completed and painted and some of the hundreds of cartridge cases which would have littered the deck are represented by short lengths of brass rod, polished and painted to give the impression of powder burns.

Photos 17 and **18**, the fourth and final figure in the same stages as previously explained. Believe it or not five different manufacturers parts were used and converted in polystyrene (Tamiya Wehrmacht torso), resin, (Hornet head), polystyrene, (Airfix arms), polythene,- (legs from Britain's cowboys), hands from the Verlinden range. Once more he was given some side whiskers in Milliput and his cap was formed further back on his head because I thought it would be a shame to cover up the hairline so superbly produced by Hornet.

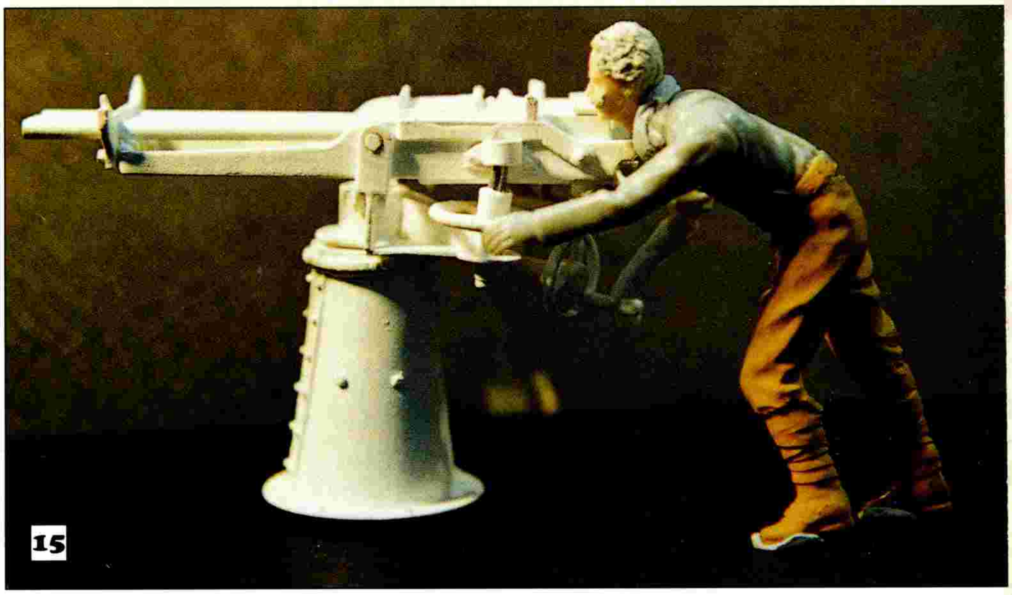
The Base

The base for this model was probably the most difficult part. Generally, I make my bases with the usual groundwork, stones, grit - the odd large stone forming outcrops, rock, etc. Representing the wooden decking and making the hull sides look like armour plate was far more challenging than I had expected.

Photo 19 is the basic structure built around a block of 4in x 3in pine. The deck is 1.5mm balsa wood split to 4mm widths, glued in place with caulking gaps and nailed joints which are, in reality, holes pricked with a pin and discoloured with black ink. The superstructure side is made from balsa sheet with rib plates made from plastic card with stretched sprue rivets applied.

The gantry ladder design is taken from a Harry Payne postcard and is meant to look heavy, probably being made from cast and wrought iron components in real life. **Photo 19** also shows all the figures -test positioned prior to finishing and painting.

Photo 20 indicates some minor differences in stance of the figures, but the finished model is remarkably similar to the mock up. To achieve the colour of the wooden decking I ▶



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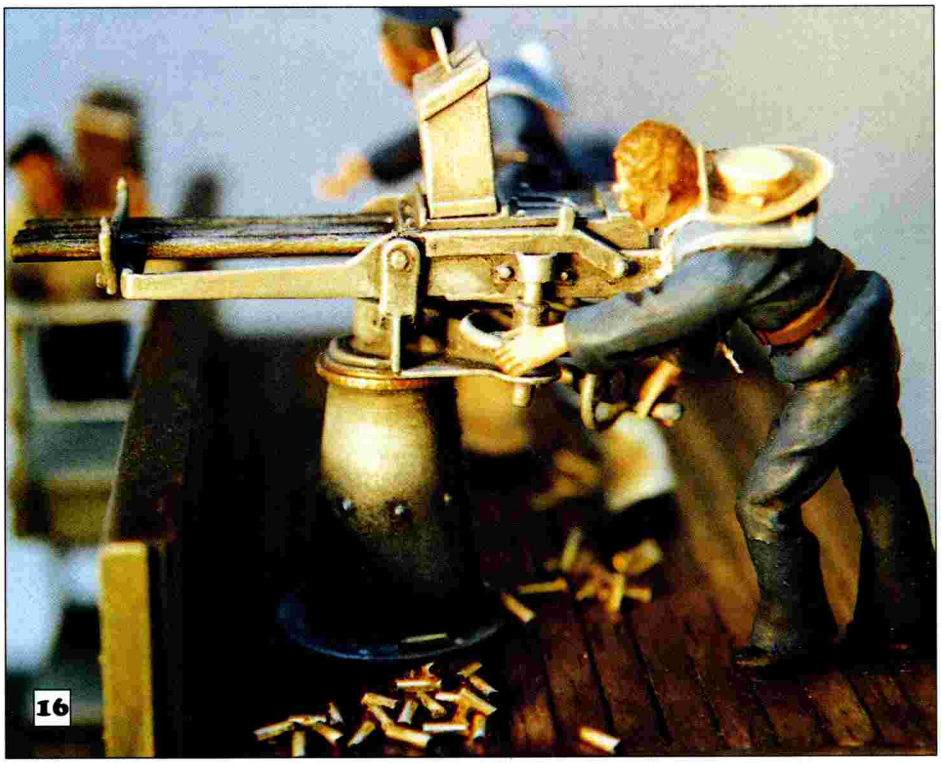

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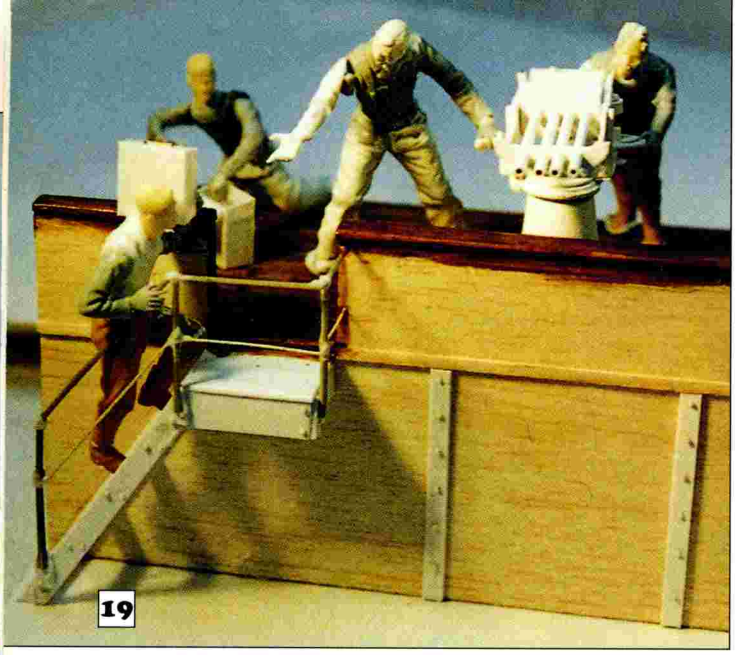

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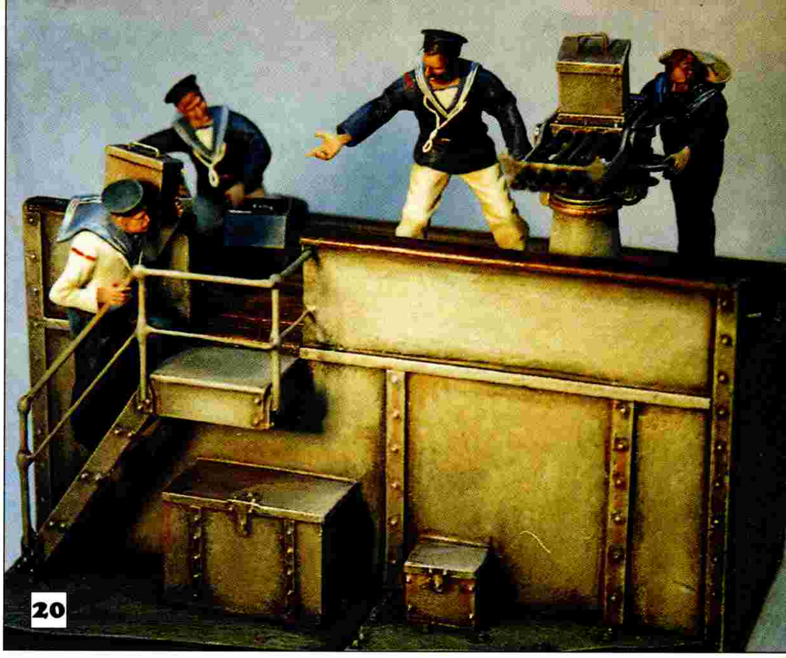

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applied Ronseal dark oak wood stain with a cloth and painted the gaps between planks with a stiff brush. While that was drying I undercoated the metal work superstructure with light grey - this took about four coats to loosen the grain of the balsa wood. After drying thoroughly the whole thing was brushed over with a liberal coating of well watered-down black ink and the highlights picked out with light grey, silver, flesh and some pure white.

Ready use lockers were built up with plastic card and the metal deck represented with two different card thicknesses and the ubiquitous rivets.

Photo 21 gives a good view of the wooden deck prior to finishing and **Photo 22** shows the finished article where the deck has been lightly rubbed down with flour grade paper to give an impression of bleaching and holy stoning. Prior to final dusting with ground pastels the whole unit was fixed to a piece of mahogany-faced 'Contiboard', varnished and a nameplate added.

I did get to Euro Militaire for the weekend in September and had a great time. 'Running Low on Bullets' didn't win anything but, as they say, it's the taking part that matters.

As I said at the outset of this article, I have to scratch build to get the models I want and I have had an idea for some time now to have a go at casting my own guns in metal to 54mm scale. To facilitate this I have made two sets of parts for the Nordenfelt, one set for the model, which I painted and finished, and the second set finished and polished as a set of parts to have moulds made in silicone rubber to be cast in white metal.

I intend to keep a record of what happens and will write it up and share my experiences of this with ***MM*** readers if Ken Jones feels it's suitable. *(Yes, I do and I'm sure readers will too! Ed).*

All photographs by D J Love are keyed to the text.

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John Thomson The Nordenfelt Machine-gun.
The Machinery of War, Brigadier Peter Young (Hart-Davis, MacGibbon London)
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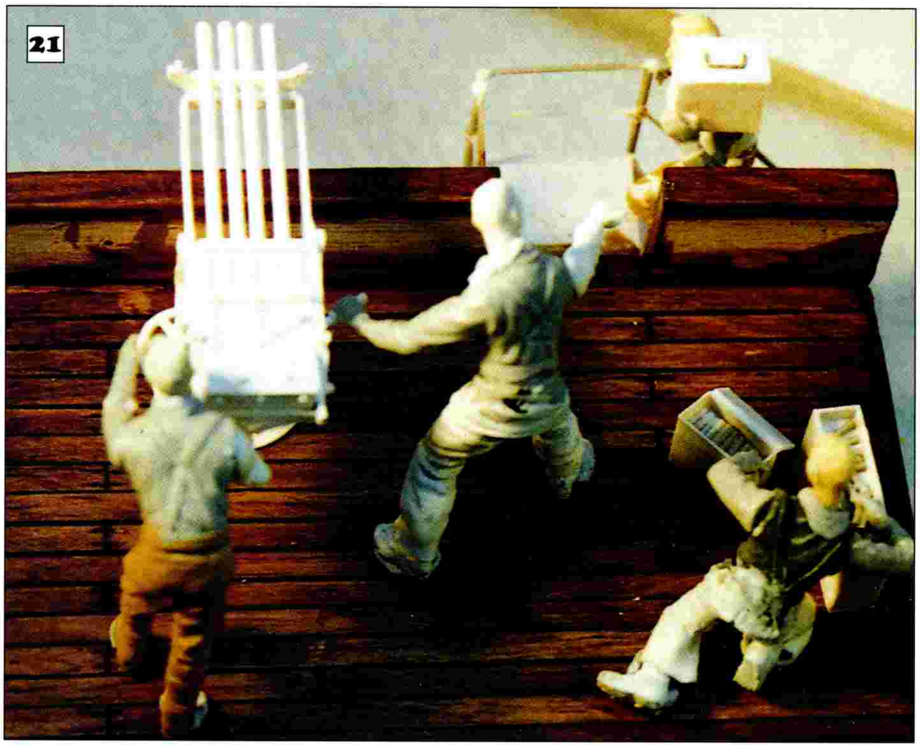

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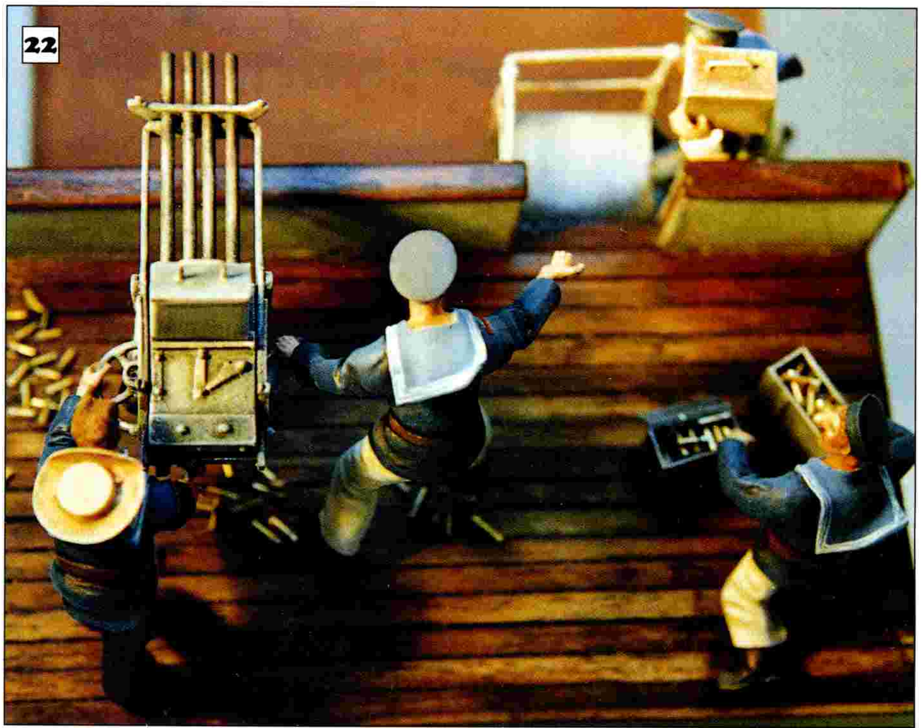

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ON PARADE

BOOKS & VIDEOS REVIEWED

Militar's Kits 6, Nomany Part 2, Gérard and Viviane Deygas. MK Editions, chemin des Espéraettes, 30200 St-Laurent de Carnols, France. ISBN 2-9509986. Price 140FF plus 35FF postage in Europe and 60FF elsewhere.

The second half of 'Normandy' is MK Editions' book No.6 produced by the husband and wife team of Gérard and Viviane Deygas. If you haven't seen one of these publications before, they combine pictures of the real thing with models and dioramas in what is a very good mix. Also, an English translation booklet for the text and captions is included.

The text and modelling is provided by Gérard Deygas, A. Tisseire, A. Verwicht, L.L. Lalaas and T. Anne. Subjects are the 7.5cm Pak 40/1 auf Panzerjäger Lorraine Schlepper (f) SdKfz 135 using the Al-By kit; Tank Destroyer M10 with Accurate Armour's kit; Jagdpanther SdKfz 173 using the Revell kit and other spare parts; PzKpfw IV Ausf H using Italeri's kit; M31 combining Tamiya's M3 Lee with the Des conversion kit; Panther Ausf G - Tamiya's model. Everything is rounded up with features on the Panzer units in Normandy, US Vehicles and Their Markings and British and Canadian Tanks and Their Markings. I like the opening reference for the latter section - "Nothing is more complicated for a French modeller than to mark a British tank!" I think a few British modellers would take the same view!

The mixture of prototype photographs with those of the models is commendable and some of the colour pictures are reproduced as rough cut-outs. They would be better, from a design point of view left squared up. This aside, it's a terrific book and well worth obtaining, especially if you have part one - and if you have others in the series you'll know what to expect. Highly recommended.

K.M.J.

A History of the Peninsular War by Sir Charles Oman, Volume VII August 1813 to April 1814. Greenhill Books, Lionel Leventhal Limited, Park House, 1 Russell Gardens, London NW11 9NN. ISBN 1-85367-227-0. Price £30.

This is the seventh and final volume in Sir Charles Oman's history of the Peninsular War 1808-1814. The period covered - August 1813 to April 14th 1814 - witnessed the final expulsion of the French from the Iberian peninsula. Wellington's army invaded southern France and hostilities only ceased when the news of Napoleon's abdication came through. The author covers the capture of St Sebastian, Wellington's invasion of France, the battles of the Nivelle, the Nive, Orthez, Toulouse and Bayonne.

There are 16 maps and plans in this volume, along with numerous appendices which provide the reader with a good deal of information and statistics regarding the contending forces, battle by battle.

A fitting conclusion to a magnificent and highly recommended series. Students of Napoleonic warfare and military history generally surely owe a debt to Greenhill Books for making this masterful series available once more.

To recap, the complete set is as follows:

Volume I 1807-1809
Volume II January to September 1809
Volume III September 1809 to December 1810
Volume IV December 1810 to December 1811
Volume V October 1811 to August 1812
Volume VI September 1, 1812 to August 5, 1813
Volume VII August 1813 to April 14, 1814

S.A.A.

The Anatomy of Glory, Napoleon and his Guard, Commandant Henry Lachouque and Anne S.K. Brown. Greenhill Books, Park House, 1 Russell Gardens, London NW11 9NN. ISBN 1-85367-264-5. Price £35.

THE ANATOMY OF GLORY
Napoleon and his Guard

The first English language version of *The Anatomy of Glory* was translated into English from Commandant Henry Lachouque's original *Napoleon et la Garde Impériale* (Paris 1956) by Anne S.K. Brown (1906-1985) and published in New York in 1961. Lachouque's account of Napoleon and his Guard, from conception to destruction is excellent, and this second English language edition is a beautifully illustrated account with 173 colour and black and white plates (some have more than one subject per plate) with 16 maps of battles and campaigns. This new edition has a forward by Colonel John R. Elting United States Army (Retired).

What can one say about the Guard that already hasn't been said? However, I have to agree with Colonel Elting's words in his introduction where he says "You cannot find a better history of it than this; nor are you likely to for years to come".

An excellent choice of illustrations certainly enhances the book and these range from contemporary 'primitive' types to 'works of art'; whatever the style, modellers will find them very useful.

The text is written in 10 parts, in narratory form in date order, and Anne Brown's translation comes through quite well, retaining the French flavour given to spurts of patriotism here and there with traditional 'sideswipes' at the traditional enemy - the British! All good stuff! This is *the* book on Napoleon's guard. Highly recommended.

K.M.J.

British Regiments 1945-1995, Malcolm A. Bellis. Published by the author, 10 White Hart Lane, Wistaston, Crewe, Cheshire CW2 8EX. ISBN 0-9512126-9-9. Price £8.50 which includes postage in the EU.

I've always admired authors who publish their own works, they're very brave people and Malcolm Bellis is to be congratulated in presenting his 10th book in the Datafile series from his own private resources.

The book is essentially a listing of *all* British Army regiments 1945-95 and thus a bit longer than previous Datafiles at 104 pages listing 1,500 units and an index is provided too. It is a very handy reference list of regiments and their constituent battalions and provides quick and easy identification, a kind of handy 'almanac' for modellers and historians, in fact anyone with an interest in the British army. Dates are given for amalgamations, disbandings and when units ceased to exist.

It's a 'begin here' type of book, with 'everything under one roof', as a springboard to more detailed references when reasonably priced all-encompassing works on British army units are like hen's teeth. In fact, I don't know of anything as detailed as this for it's very reasonable £8 asking price.

Malcolm Bellis has produced an excellent booklet, the best primer on the subject, in print that I know of. Now all everyone has to do is to buy it. Highly recommended.

K.M.J.

Uniforms of the SS, Collected Edition, Andrew Mollo. Windrow and Greene Ltd., 5 Gerrard Street, London W1V 7LJ. ISBN 1-8720040-90-3. Price £49.50.

This 'collected edition' comprises six volumes of Andrew Mollo and Hugh Page Taylor's work on the uniforms of the SS; the fourth edition was published by Windrow & Greene Ltd in 1991.

It has been reprinted as a paperback and comes in at just under £50. - Expensive! But it will still be in demand if I'm any judge. The original series is out of print, and it and single parts have been high on the requested book list for collectors and modellers. Despite the still strong feeling against the *SS* fifty-odd years on, there still appears to be a fascination with their uniforms and equipment.

The original books were 265mm x 200mm landscape format which has been retained and the six parts have been bound together as a complete reprint. The black and white drawings and the odd colour page have reproduced well, but some of the photographs have suffered from a dot gain and have reprinted a little fuzzy and grainy on the paper stock used.

K.M.J.

DESPATCH

The Editor welcomes readers' letters for publication which must always be accompanied by the writer's full name and address. The address will be published in full if the letter is interpreted as a request for information to the readership. Otherwise only the writer's full name will be published. Letters are not, under any circumstances, altered or severely edited; however, they may be shortened because of available space restrictions.

Letters to the Editor intended for publication should be addressed to "Despatch", Military Modelling, Nexus Special Interests, Nexus House, Boundary Way, Hemel Hempstead, Herts HP2 7ST.

READERS' LETTERS

Johillco dinner

Dear Sir,
Next year will be the Centenary of the foundation of John Hill & Co. (Johillco). It is proposed to hold a Johillco Centenary Dinner. This will just be a convivial occasion to pay tribute to one of the greatest toy solider makers of all time, who sadly ceased to exist in 1960.

No special clothing with be required. Ladies will be welcome. There will be no 'special limited edition figures'. Ideally, we will all sit at one long table. There will be a charge to cover the cost of the dinner, but his should be less than the hire of a dinner jacket.

At the moment, I am trying to find out how many people might like to attend (do we hire the Albert Hall or the back room at the Rose of Acton?) Would all those interested in attending please let me know their names and addresses. Also please let me know which food they prefer - Indian, Chinese or Italian?

Shamus O.D. Wade
37 Davis Road, Acton, London
W3 7SE.

Canadian Voltigeurs

Dear Sir,
Thanks to Ian Kemp for his fascinating story of the Canadian Voltigeurs (*MM* Vol. 27 No. 2). I am sure there are many readers who, like me, would like to see more about such little known units of the early 19th century.

Ian states, "... nor have any buttons, badges or belt plates worn by the Voltigeurs been discovered". But is this true?

R.W. Geary wrote an article on the 'Early Historical Relics of Upper Canada' in the December 1921 issue of the *Connoisseur*. The article featured an illustration of a button showing a script 'V' below the Royal crown and within a wreath which was listed as an "officer's button of the Regiment of Voltigeurs, a famous French-Canadian regiment raised and commanded by De Salaberry".

I have seen one of these buttons which was convex, with an open back and gilt finish. Was Geary right and is this the lost button of the Canadian Voltigeurs?

Howard Ripley

More please!

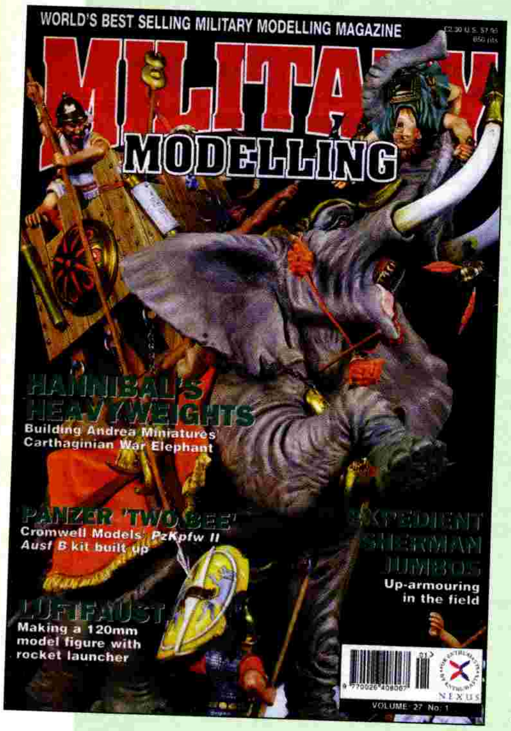
Dear Sir,
I must send congratulations to Ian Kemp and Bill Younghusband for an excellent article on the Canadian Voltigeurs.

Can we have more of this type of article please? Nothing is better for a figure modeller looking for something different than to have *Mil Mod* publish an article like this for inspiration. We can't let the 'tankies' have it all their own way ... can we?

Also, are Bob Marrion and Doug Hagger going to continue their series on British cavalry regiments? They certainly set the standard and I feel their articles in *Mil Mod* are very good for reference. I hope you have some in the pipeline.

Robert Honeywell

As you'll see from this issue Mr Honeywell, Doug Hagger and Bob Marrion have 'returned' with the first of a two-parter on the 8th Royal Irish Hussars and more are in the pipeline. Ed.


WORLD'S BEST SELLING MILITARY MODELLING MAGAZINE
MILITARY MODELLING
HANNIBAL'S HEAVYWEIGHTS
Building Andrea Miniatures Carthaginian War Elephant
PANZER 'TWO BEE'
Cromwell Models' PzKpfw II Ausf B kit built up
EXPEDIENT SHERMAN JUMBOS
Up-armouring in the field
LUFTFAUST
Making a 120mm model figure with rocket launcher
VOLUME 27 No 1

Cover

What an impressive illustration the Andrea War Elephant made on your Volume 27 No.1 cover. I thought this was very striking and it is certainly different. I remember seeing people walking around last year's Euro Militaire with red boxes under their arms after a visit to the Andrea Miniatures stand to buy this kit. Also, what a super job Jon Cheeseman made of Poste Militaire's *Ashigaru* in the same issue.

On the subject of covers why do you now omit the date from the covers? It is rather confusing when we've been used to it for so long to revert to volume and issue numbers which were formerly confined to the inside contents page. And what's all this 'lunar month' publishing about? Thankfully it doesn't seem to spoil the content of the mag, which pleases me because I like figures and AFVs. It would be a safe bet to say you must get lots of moans about too many AFVs, but do readers realise they are still 'in vogue' and very popular and *Military Modelling* has always followed trends. You only have to look back over the last 10 years or so to see that, and I've got every copy. I have even the first issue in the smaller format of the first two years.

I look forward to my copy every month and the extras issues you're putting out this year.

Clive Richardson

Thanks for your comments Mr Richardson. Nexus have made a policy decision to publish their range of magazines on a lunar cycle (every 28 days) and I think you'll find some other publishers have already done so or will, in time, revert to this system. We're getting used to the system too and the extra issues this year will put a lot of pressure on the Mil Mod *team and I have a bed standing by in the local sanatorium! Ed.*

'CRIES FOR HELP'

● Can anyone please help me with information/photographs of the Willys 1/4 ton Utility Truck 'Jeep' in service with the British Army Reconnaissance Corps attached to British Army Air Force in North West Europe 1944-45. I particularly want details of colour and markings and deployment of this vehicle. I will gladly pay for any photocopying or postage charges.

J. Prince, 45 Bwllfa Road,
Aberdare, R.C.T. Wales CF44
8UG.

● I am currently researching the following vehicles in which I am extremely interested. The German self-propelled siege mortars *Gerät 040* and *Gerät 041*, The *SdKfz 302 Goliath* demolition device, the tracked amphibious *Land-Wasser-Schlepper*, the *PzKpfw Maus* and *SdKfz 2 Kleines Kettenkraftrad* motorcycle half-track. I would appreciate any information, photographs, or details of where the vehicles are on display.

Marc Neal, 1 Manor Court,
Main Street, Shadwell, Leeds
LS17 8JE.

● I'm looking for information on badges and sleeve insignia of the British Infantry Divisions/Regiments stationed on occupational duty in the British sector of Berlin in 1948. Any photos, pictures, drawings and/or writings would be welcome.

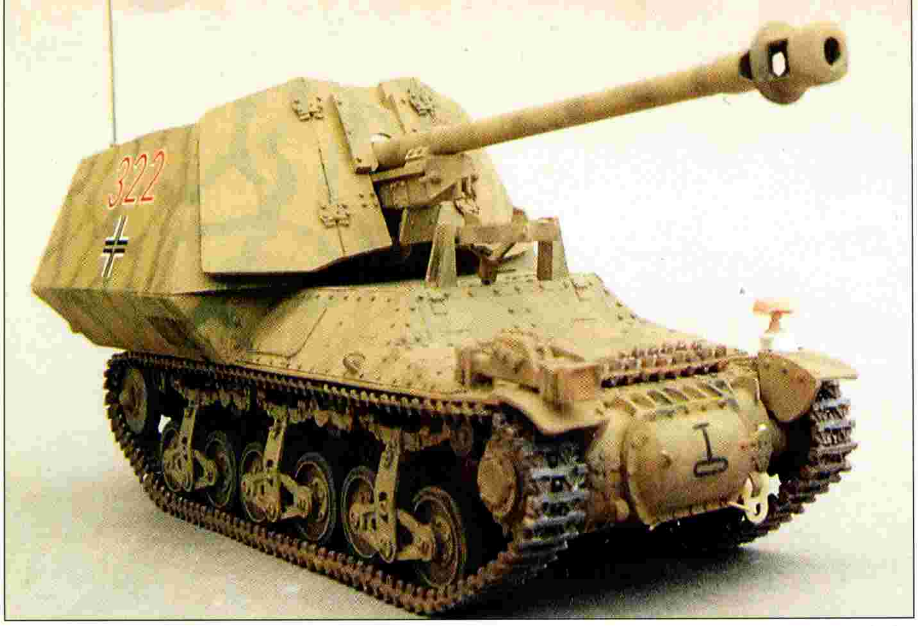
Gary Watson, 8 York Close,
Westwood Grange,
Cramlington,
Northumberland NE23 9TN.

● I am very new to collecting military figures and so any help would be appreciated. What I am after are soldiers or sailors that would have been based in the Caribbean, especially Antigua between 178-1787.

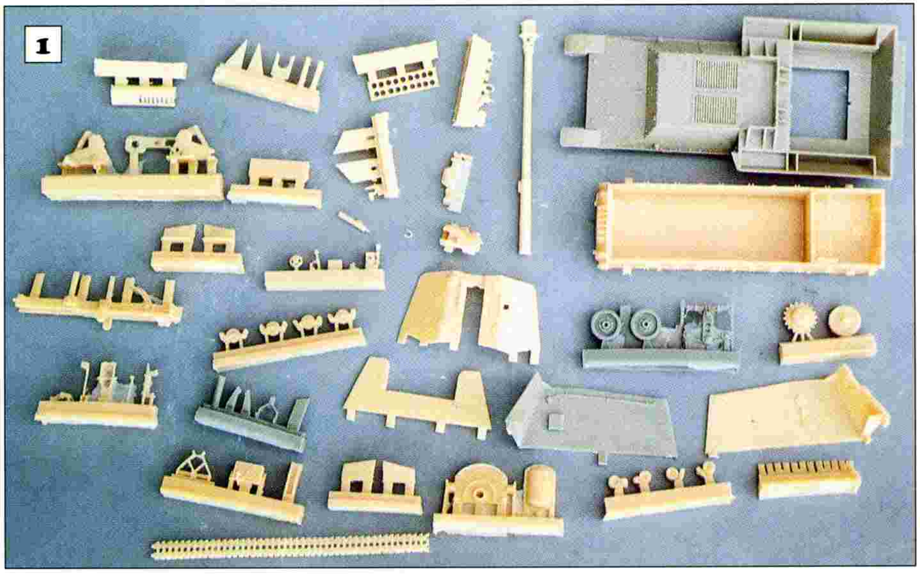
Mr. D.S. Ings, 57 Brockles
Mead, Harlow, Essex
CM19 4PT.

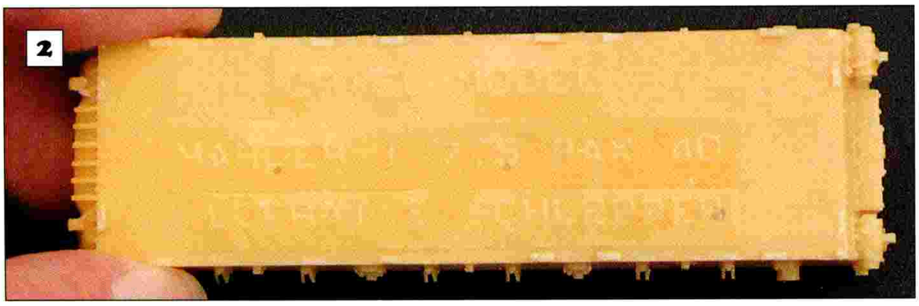
● I am trying to find the conversion kit of the T-54 Armoured Recovery Vehicle. You may have seen this at Trucks and Tracks in February. It is made in Germany. Does anyone know of an importer please.

Mr S. Day, 79 Rowley
Avenue, Sidcup,
Kent DA15 9LF.



On the finished model the Notek light and its bracket and one of the front towing shackles have been left unpainted. The rear element of the Notek night driving system is located under the superstructure in line with the track on the left side.





The Tank Modelling Course

John Prigent runs through the building of your first resin kit with tracks

To show the basic steps for a resin kit with tracks I've chosen Cri.El's neat little model of the *7.5cm PaK 40* on a Lorraine cargo carrier. I've chosen this because the Cri.El has engineered the kit's suspension to avoid 'wobbly' tracks which don't touch the ground all round.

The real vehicle was a full-size conversion by the German Army, which mounted a 75mm anti-tank gun on captured French tracked chassis under the title, *7.5cm PaK 40/1 auf (GW) Lorraine Schlepper (f) SdKfz 135.* Most, if not all of the 120 vehicles converted were issued to units in France, and it's known that 45 fought with *21 Panzer Division* in Normandy after the D-Day landings though I've not found any record of which other units used them.

Not cheap

Complete resin kits are not cheap, because the parts are cast by hand in moulds that need replacing often, instead of being produced on an industrial basis in moulds that can produce tens of thousands of kits. What you get for your money, however, is a lot of building pleasure! As always, remember that I'm using a particular kit to show you the basic building steps - you don't have to use the same one yourself if you'd prefer a different one.

Getting started

Lay out the parts and check them against the assembly drawings to make sure you know which component is which. Cri.El's drawings are crisp and clear, so there are no problems here, although there are no part numbers. Many other makers don't give you part numbers, and some give you part numbers on the drawings, but don't put them on the parts' casting blocks. If the kit has a lot of parts you'll find it helpful to pencil a number against each one on the drawing and the same number on the actual part when you've identified it. Resin varies a lot, and the type of polyurethane resin used by Cri.El is fairly brittle, so take great care in cutting the parts away from their casting blocks.

The order of assembly is very much up to you with this kind of kit, but it's nearly always easiest to build the chassis and fit its tracks before adding any superstructure - in this case the open fighting compartment and gun. Start, then, by cleaning up and fixing together the hull top and bottom, and leave the fighting compartment sides for later. The grilled part for the port side is the silencer cover and can also be left for later, so the next bits to fit are the 12 bump stops. Scribe each side of their casting block until you've cut through it, then clean up the cut ends and fix them on top of the brackets cast onto each side of the hull.

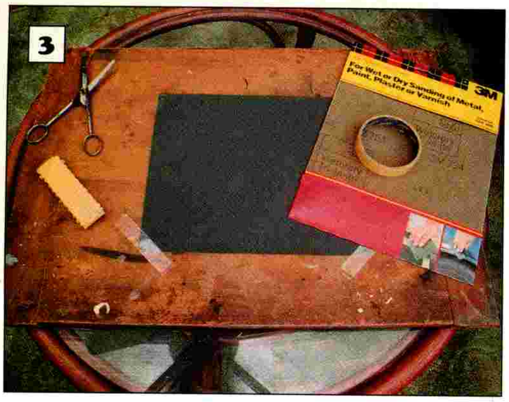
The suspension

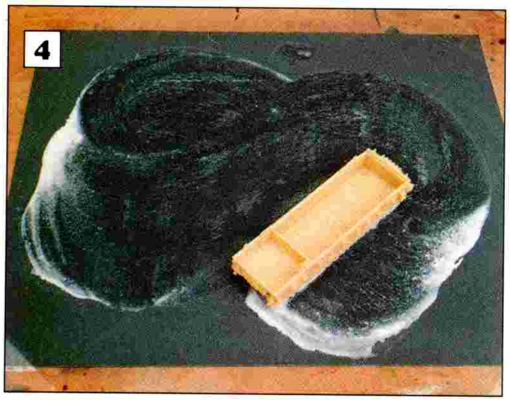
Next, clean up the bogies and return rollers. The roller brackets need a little care; note which one goes where by comparing the three different shapes to the assembly drawing, and also note that the ends of the bogie springs fit inside them, so any excess resin needs to be cut away to leave clear end slots. The bogies themselves are very simple, just one part giving a pair of wheels to fit against a bogie front piece, but don't rush ahead and fix them to the hull yet. They fit over locating ribs on the hull, and have ribs on their backs which go against the hull bottom to give very positive locations, but need to be interlocked with the return rollers.

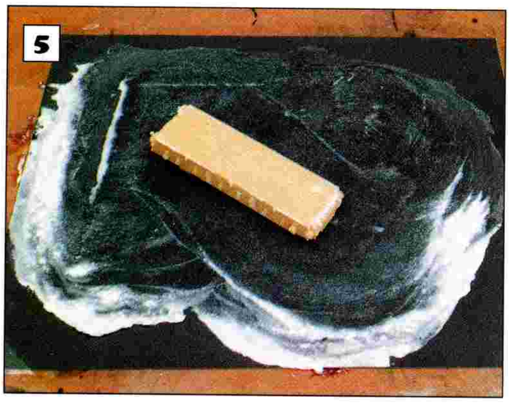
This interlocking will be hard to do if the bogies are fixed first, so start by fixing the two centre return rollers each side. The bogie springs can then be slipped into the brackets from underneath, and the bogies fixed to the hull. The end return rollers can now be fixed over their springs, and the sprockets and idlers added.

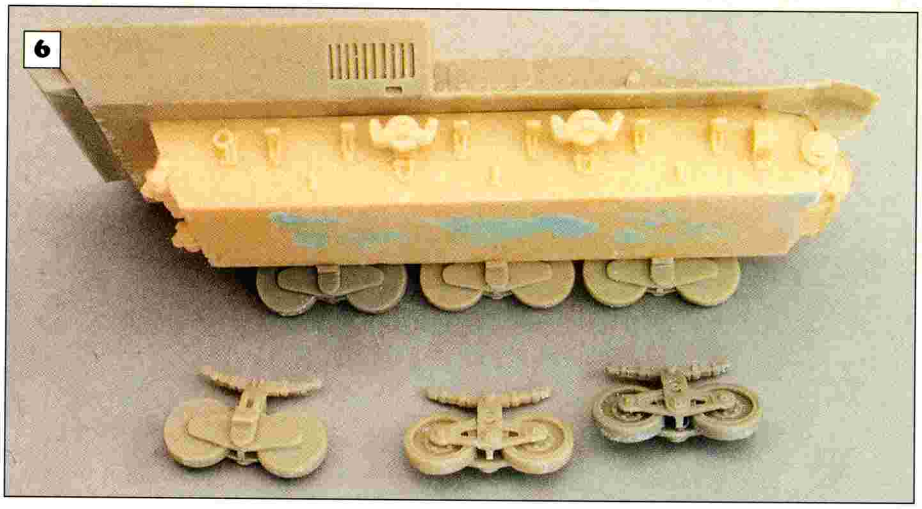
The tracks come next. Remember what I told you before about resin tracks? Clean them up, super glue lengths together for the top and bottom runs, and slip a top ▶

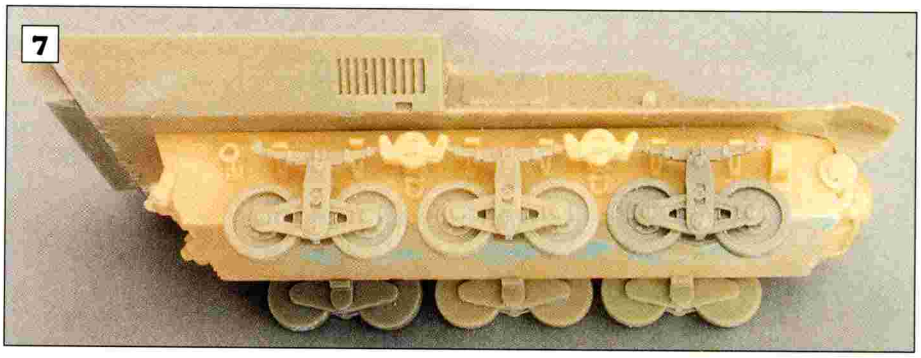
1. Here are most of the parts.
2. The bottom of the hull should be flat, so the injection casting stubs and name need to be removed.

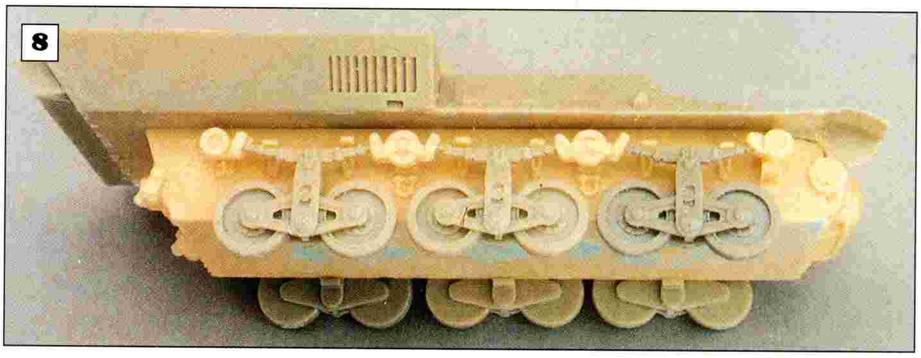


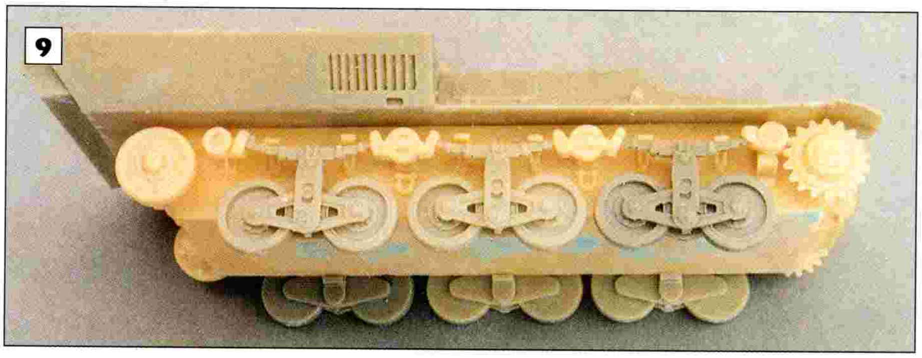












run over the return rollers from aft. Engage the front link in the top tooth of the sprocket and heat the aft end of the track with a hairdryer until it bends easily round the idler and under the aft roadwheel. The bottom run needs to meet it on the top of the sprocket, where there isn't much room to heat it without bending the trackguards as well, so here's a tip for such puzzles. Use a former!

All you need is something round, remembering to allow for the depth of the track teeth, and in this case an X-acto Number 2 knife handle is just right. Heat the track and bend it round this to make the curve you need, then hold it in place on the idler and heat again to make the curve under the front roadwheel. You'll find that the track ends overlap - cut them so the joint is under a roadwheel. If you're careful you'll have spare bits which can be super glued together to make up the spare track stowed on the front of these vehicles.

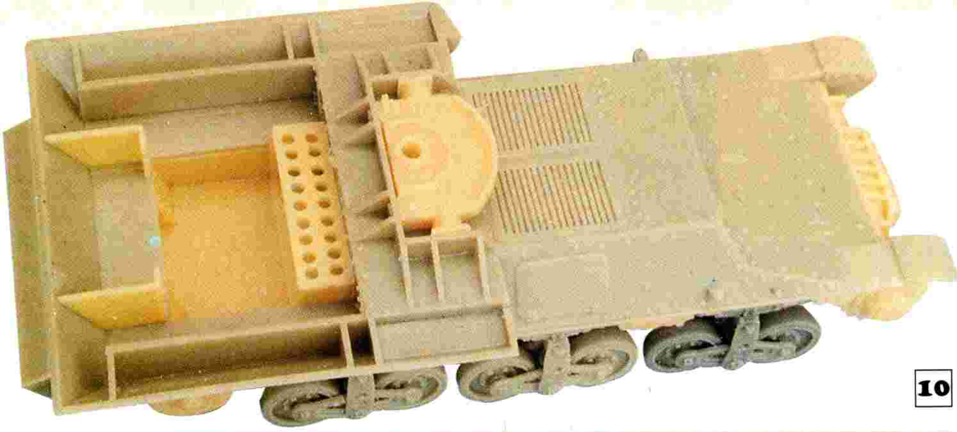
Paint the lower hull, suspension and tracks and fix the tracks in place. While you're at it, paint the silencer 'rust' colour and the inside of its cover, and the hull where it will go, German dark yellow.

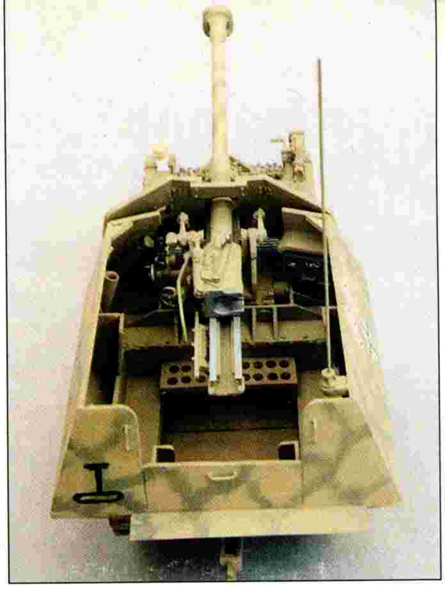
The fighting compartment

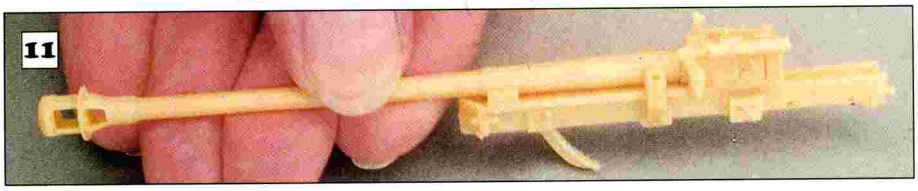
Here's another thing we haven't met before in this series - how to fix the separate side plates so they meet properly. It's not hard, though, and here's another helpful little trick. This type of vehicle usually has braces inside, so fix them to the hull first (for this model, fix the ammo racks as well). They'll act as formers to make sure you fix the side plates at the right angles.

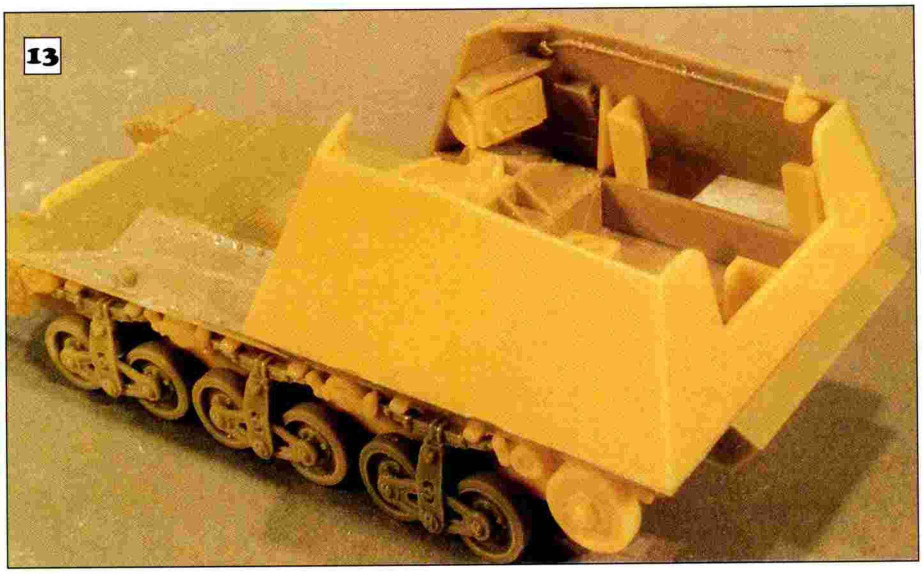
Fit the other interior parts first, of course! 75mm ammo sets are available from several makers, and if you want to use one the com-

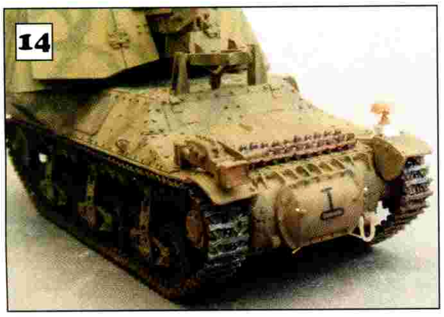
3. Tape a sheet of 'wet and dry' paper onto your work board, making sure it's completely flat with no creases. ***4.*** *Pour a little water onto it and begin sanding the hull bottom, using a figure of eight motion.* ***5.*** *Press down gently and check often to make sure you don't sand too much away. The final result should be nice and flat like this.* ***6.*** *Suspension assembly (1): Fix the six bump stops for the springs and the two centre return rollers. The slot on the back of each bogie unit fits onto a lug on the hull side.* ***7.*** *Suspension assembly (2): The three bogie units can then be super glued into position with their spring ends in the slots of the return roller.* ***8.*** *Suspension assembly (3): Engage the slots of the front and rear return rollers with the spring ends and fix them in place.* ***9.*** *Suspension assembly (4): Finish by adding the sprocket and idler.*

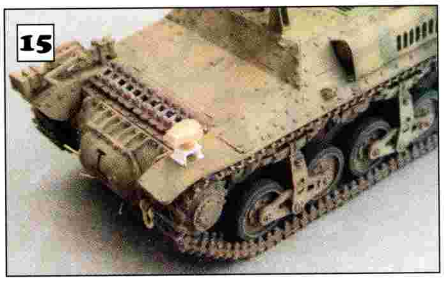












plete rounds should go point down through the perforated plate behind the gun mount (you may need to open its holes out with a rat-tail file to let them slip through), and shells in their round packing crates go in the open racks each side. The actual shells were brass with steel cases, and typical packing crates were dark yellow.

The gun goes together just like an injection moulded polystyrene kit, so you don't need my help with it. There is one point to mention, though. Cri.El has cast onto the mount sides the mounting points for the gunshield stays of the towed version of this gun. This conversion used a different gunshield, so fill the locating holes and cut away the mounts. Paint the inside of the fighting compartment (the radio set should have a dark grey face with white dials and black knobs) and the gun before fitting them together, then you can move on to the outside details.

Finishing off

All you need to do now is fix the tow point and rear light to the chassis rear, and the jack, silencer and gun travel lock to the hull top as shown in my photographs. You can also fit the tow shackles, but most photos don't show any being carried. They're fragile, so start by scribing each side against the block until you've cut right through it, then hold the shackle flat and cut gently through the unwanted centre part at each side.

I also added a couple of fittings not provided by Cri.El, the Notek night driving headlight and tow cable brackets, which I've left unpainted in my photographs of the model so you can see how and where they fit. My headlight came from Tamiya's useful Panzer IV on-vehicle equipment set (also a good source for tools to go on other models) and was fixed to a bracket made from strips of plastic card.

The tow cable brackets are bent from brass wire and super glued into holes drilled in the transmission cover. Many photos from WWII don't show either of these features, but they're a simple addition - the cable brackets were welded on at all kinds of angles, so there's no need to be too neat.

References

The three best wartime photographs of this vehicle can be found in Steven Zaloga's *D-Day Tank Warfare* (Concord Publications, 1994, ISBN 962-361-604-X). My model copies the markings of one of these. Detailed photos of the only surviving vehicle are in *Panzers at Saumur No 3* (Dai Nippon Kaiga Co Ltd, 1992, no ISBN number).

Acknowledgements

Cri.El kits are available from LSA Models, who advertise in ***Military Modelling***. Many thanks to them for the sample kit used for this article.

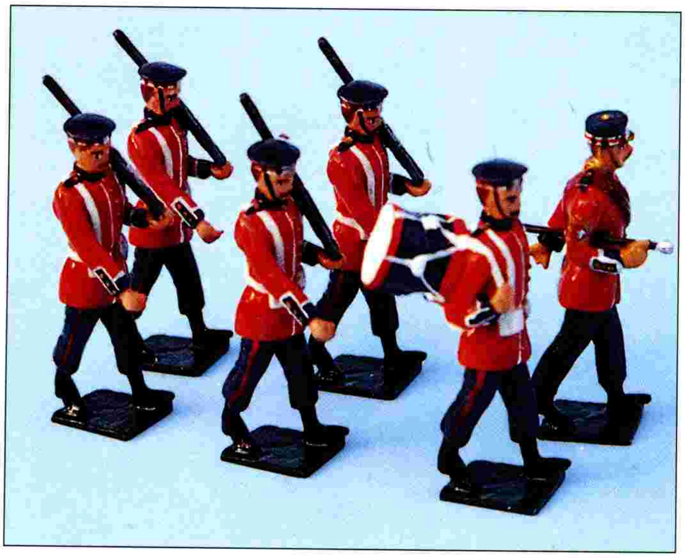
Next time I'll show you how to deal with a more complicated suspension, using Cromwell Models' kit of the British A10 cruiser tank. ■

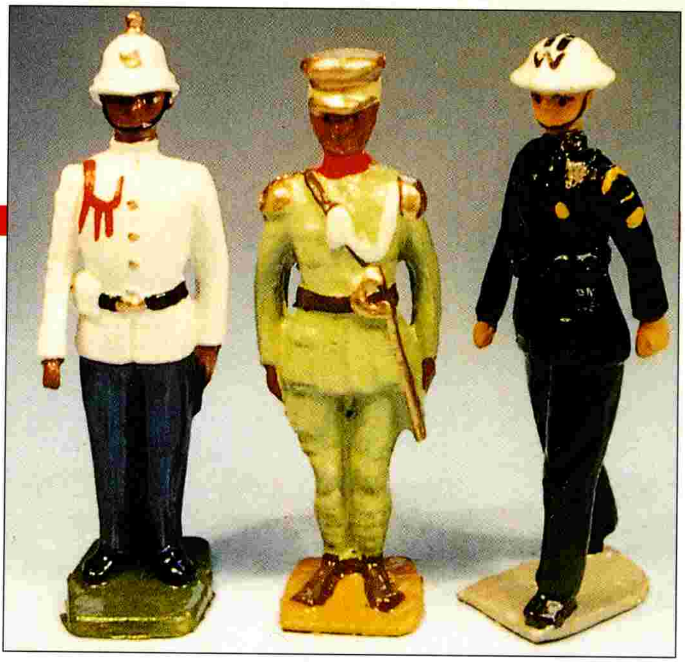
10. *These fighting compartment fittings need to go in place before the walls are fixed.* ***11.*** *The gun barrel on its slide.* ***12.*** *The completed gun and cradle.* ***13.*** *The radio fits in the front of the fighting compartment with an ammo rack next to it.* ***14.*** *This view of the transmission housing shows where the two cable brackets and tow shackle fit.* ***15.*** *I also added a Notek headlight from Tamiya's on-vehicle equipment set.*

SOLDIER BOX

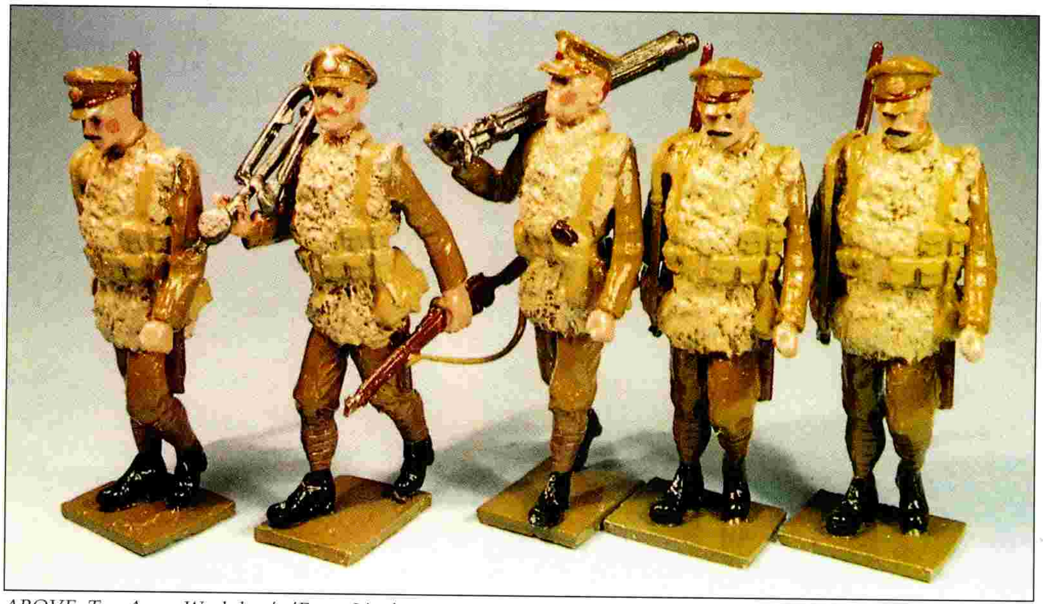
For collectors of toy soldiers with Stuart Asquith

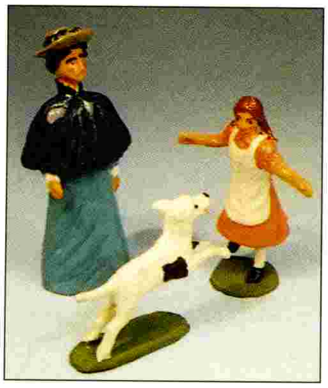
TOY SOLDIERS



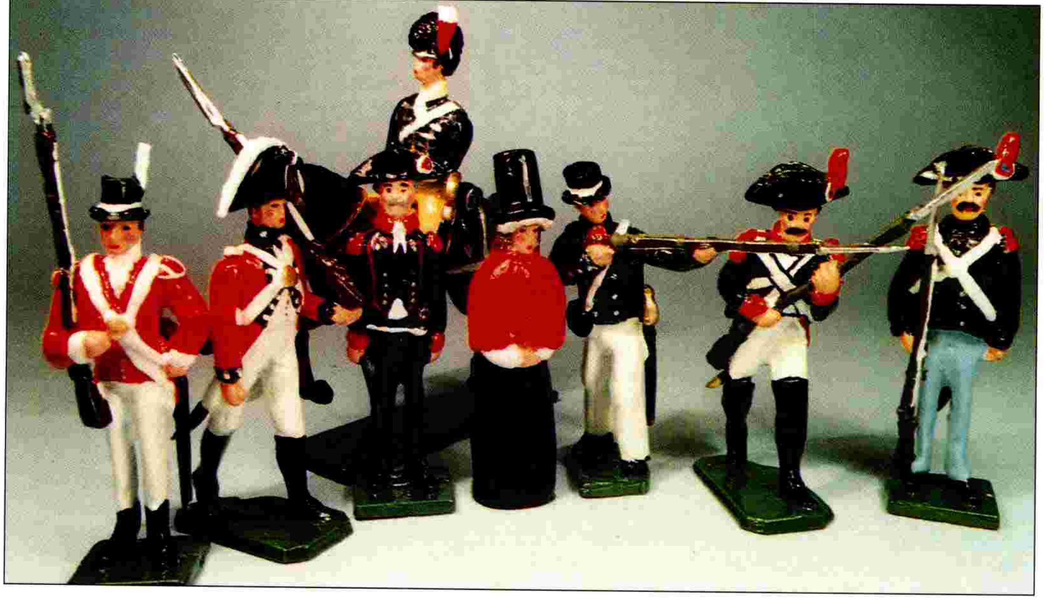


ABOVE: Some of the latest castings from Soldier Pac - (left to right) a Bahamas Policeman, a Bodyguard of the Emperor of Abyssinia and an ARP Warden, painted here by Stuart Asquith.
LEFT: The Scots Guards 1903, one of the latest sets from Pax Britannica.
BELOW RIGHT: One of a new series of vignettes from Dorset Soldiers, painted here by Stuart Asquith.





ABOVE: Toy Army Workshop's 'Front Line' series WWI 'trudging infantry machine-gun section'.
BELOW: Good Soldiers have produced this boxed set of figures to mark the bicentenary of Fishguard 1797.



The 12th UK Toy and Model Show

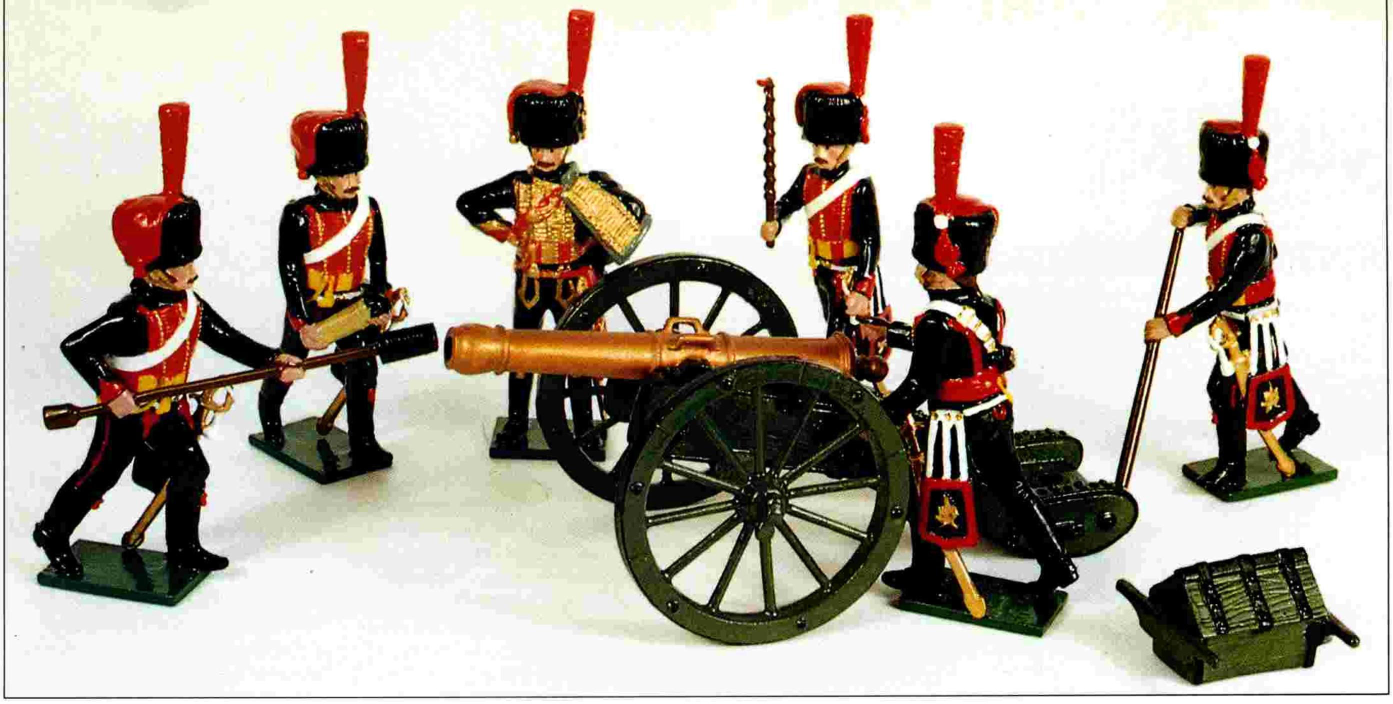
The 12th UK Toy and Model Show will take place at Queen Charlotte Hall, Richmond Adult and Community College, Parkshot, Richmond, Surrey opening at 11am on Saturday on 31st May, 1997. There will be over 50 tables, all featuring plastic figures. The event is close to Richmond Railway Station (Underground and British Rail). Enquiries are directed to 0181-744 2014.

Dorset Soldiers

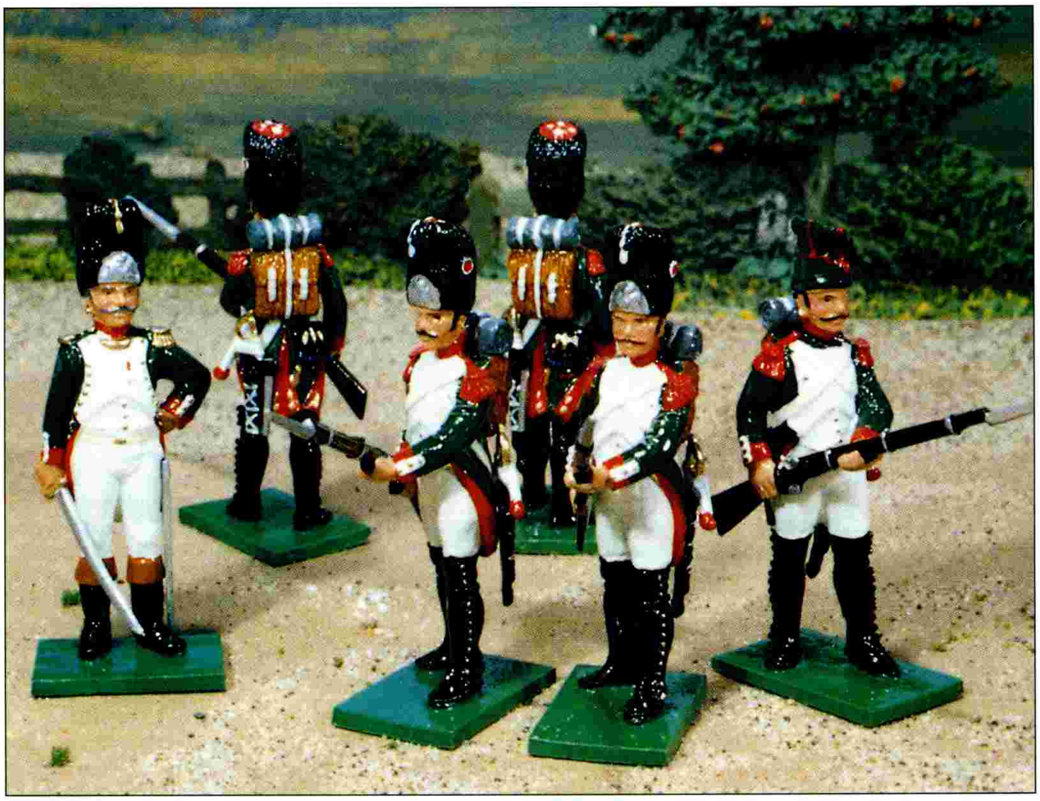
Dorset Soldiers (PO Box 2112, Yeovil, Somerset BA22 7YD) have added some rather charming civilian vignettes to their range. These include Set 874 'All of a Fright!' where Rebecca and her governess are startled by a friendly dog. This painted three-figure set retails at £14.90 plus postage and packing.

Toy Army Workshop

Toy Army Workshop (The Hollies, Roe Downs Road, Medstead, Near Alton,



ABOVE: Tradition of London Limited have issued this splendid set featuring the French Napoleonic Horse Artillery of the Imperial Guard 1812.
BELOW: A set of Napoleonic Italian Infantry of the Guard (Ref WA55) from Trophy Miniatures Wales Ltd (Unit 4, Vale Enterprise Centre, Hayes Road, Sully, Penarth, South Glamorgan CF64 5SY).



Hampshire GU34 5LG) have issued a new set in their Front Line series of WWI subjects. Set 21 (£33) features a 'trudging infantry machine-gun section', consisting of two soldiers, each carrying part of a machine-gun and four other infantry who are most definitely 'trudging' along with their rifles slung. The set works, for the figures really do appear fed up and war weary.

Fishguard 1797

Good Soldiers (246 Broadwater Crescent, Stevenage, Herts SG2 8HL) have produced a boxed set of figures to mark the bicentenary of Fishguard 1797 - the last invasion of Britain. The figures are based on the series of articles on that 'action' which appeared in the January and February 1991 issues of ***Military Modelling*** - modesty prevents me from naming the author of the articles! There is one mounted figure in the set, depicting a private of the Castlemartin Yeomanry and seven figures on foot - a Royal Navy seaman, a member of the Fishguard and Newport Volunteer Infantry Corps, a private of the Cardigan Militia. Colonel William Tate, the leader of the invading force is represented as is a French grenadier, a French private of *La Legion Noir* and finally Jemima Nicholas in the traditional Welsh dress of a red shawl and tall black hat which was reputedly mistaken for English soldiers by the French. In all, a rather different set of figures which retails at £35 plus 10% postage and packing. Single painted infantry figures are £4 each, cavalry £8 each. Unpainted castings of figures are available at £1.50 each with horses at £2.50.

Guard Horse Artillery

Tradition of London Limited (33 Curzon Street, Mayfair, London W1Y 7AE) have issued a splendid boxed set which features the French Napoleonic Horse Artillery of the Imperial Guard 1812. The set (Ref N3A) consists of an officer and five gunners in action with a field gun. The set retails at £70.

Britain's Recasts

Soldier Pac (2 Holland Drive, Muxton, Telford, Shropshire TF2 8RA), a licensee of Britain's Petite Limited, continue to add to their range of Britain's castings. Among the latest available are the Bodyguard of the Emperor of Abyssinia (F126), an ARP Warden (F128) and a Bahamas Policeman standing to attention (F129). The castings are £1.50 each and postage and packing 10% of order value (minimum £1), cheques payable to Soldier Pac.

Scots Guards 1903

Pax Britannica (Tharn Cottage, 67 Malcolm Road, Peterculter, Aberdeen AB1 0XB) have produced a boxed set of painted figures featuring the Scots Guards 1903. The set features a marching Warrant Officer, Drummer with his drum slung over one shoulder and four guardsmen marching at the slope. Catalogue reference Pax/9, the set retails at £34.50.

Plastic Warrior

For the collector of old and new 54mm plastic figures Volume 10 No 58. Media Models - Zorro; Interview with Peter Cole; Napoleon's Army of the Orient; Airfix British Infantry Support Group; Leyla - German Plastics' Manufacturer etc. Details Plastic Warrior, 65 Walton Court, Woking, Surrey GU21 5EE. ■

SMALL SCALE SCENE

Robin Buckland's monthly column for military vehicle modellers

MILITARY VEHICLES

Survey Results

I'm beginning this time with the results from my *Ad Hoc* Survey that I announced back in the December 96 issue. I let it run for some time to allow for letters from overseas to come in and, of course, it then takes a month or two between magazine copy dates when I can write up the results and get into print.

I must thank all those of you who took the trouble to write in with your views. I would have liked to see more response, especially from here at home in the UK, but there were enough to show some interesting pointers. If any of you would still like to send in some answers, then I would be happy to receive them and increase the depth of the database.

I don't claim my analysis to be particularly scientific, simply recording and comparing people's views. Anyway, let's see what we've got so far.

1. Scales
59% of the replies prefer 1:35 scale
65% of the replies prefer 1:76 scale

Other interesting pointers out of this one were that 49% actually differentiated 1:72 scale from 1:76 scale, and most model in more than one scale. A small percentage also went for 1:48 scale.

2. Preferred Material
Some 82% prefer injection moulded plastic kits, though most use others as well, usually since it is the only way to get a particular model into their collection.

I found this a bit of a surprise because I think I expected to see a higher ratio in our responses towards resin models.

3. Materials not liked
Photo-etched brass came out top here with 49% not liking it much. Fine for grilles and such, but not a lot else! Others were low percentages, but included the likes of PVC (soft plastic), vac-forms and polyester resin (for being too brittle).

4. Where do you shop?
An interesting mix here as few had only one source. 82% go to shops and 82% use mail order (not necessarily the *same* 82% incidentally). Only 30% regularly shop at shows. I was pleasantly surprised to see how highly shops featured in people's comments, of which more in a moment.

5. What prompts buying a model?
There was a mixture of eight broad reasons for buying a model, the greatest of which, some 71%, was for if the subject falls within the modeller's sphere of interest. Cost was of major importance in just 35% of replies and 29% reckoned that a manufacturer's reputation, or their experience of their previous models, went towards their decision to buy.

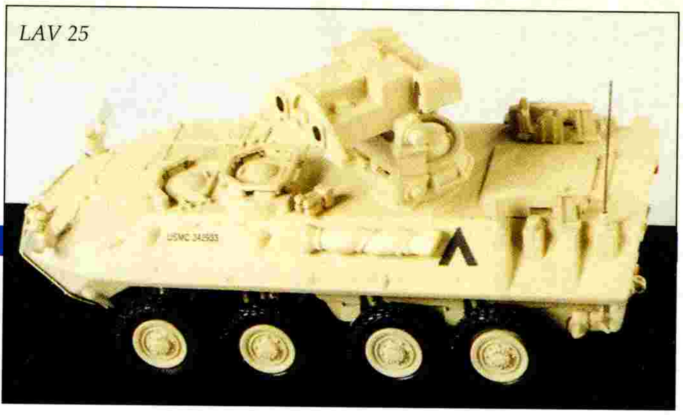
Interestingly, some 41% quoted that a good review in *Military Modelling* or some 'other magazine' (can't think what they mean!) as important to their decisions.

Reasons for not buying
Nothing really stood out here, though 24% commented on their lack of interest in the Experimental Vehicles which seem to have been in vogue for the last couple of years.

6. Too Simple/ Too Complicated
An interesting mixture here in the replies. Simplicity didn't seem to be too much of an issue provided the finished model looked OK. Integral moulded tools on vehicle hulls was commented about in some cases. Some 59% felt that there was the possibility for a model being over complicated, and that this could put people off, especially the less experienced modeller.

Comments
A fair variety of comments were given. Among them was the liking for 'The Model Shop', and a few complaints about how difficult good ones are to find, in any part of the world! Mail order is widely used, but a number commented about the chance to chat, or "pick people's brains", and the chance to see what you are buying. The service provided by a supplier was also important, with accuracy, quality and clear instructions, as well as good response times all marked out as important considerations.

Some still don't like individual track links and the dangers of resin dust were commented on by many. Adverts in ***Military Modelling*** were remarked on for how useful they are.


LAV 25

I was interested to hear from one modeller in France, a retired French Army Colonel, who commented on those who quote exact colours and markings for modellers. He quoted his 30 years experience of working with the real things and how 'regulation' colours and markings are often far from the reality. An interesting observation, and one I share.

Some interesting results I thought and I hope you find them interesting. Maybe we can hope that a few manufacturers will find the results interesting enough to take in any shortcomings or steer their arrangements accordingly. After all, if they get it wrong for too long, it's their customers who are making the observations here on whether they will trade with them or not.

Finally, I was also interested to see that I am far from being the only person who models a variety of subjects, with figures, aircraft and ships all mentioned. Don't forget, if you have any comments you want to add or make about the survey so far, please let me know.

E.D. Models

Remember me mentioning the Scimitar from AFV Club, a model I really like, but one of the most noticeable things that was missing from the model, for me, were the light guards that are seen on the later versions of the real thing. The larger headlights were fitted above the front plate rather than the older small ones which were fitted below. I am pleased to see the Airwaves, the etched brass series from ED Models, have added a detail set for the Scimitar, which includes these fittings, along of course with many others, such as a mesh stowage bin for the hull side. These are both items which are ideally suited to the use of etched brass and look good.

If you need a good reference guide, I can do no more than direct you to the CVR(T) title in the range of Concord Books, which has many excellent photos. The Airwaves sets continue to be very well-produced, are good quality, and come complete with a clear set of assembly instructions. Available from ED Models at 64 Stratford Road, Shirley, Solihull, West Midlands B90 3LP.

At the same time they have issued two small sets of metal parts, still within the Airwaves range, to add to the Alan Hobbies/ Dragon *PzKpfw II Ausf c*. One provides the later commander's cupola, to replace the earlier split hatch as featured on the kit itself whereas the other set is simply the two lengths of splash armour to fit to the roof of the hull, to protect the turret ring. Very simple castings, but done to a good standard of white metal casting. The cupola is just three parts, while the splash armour is just two. A drawing is provided with the latter to help you get the correct positioning of the new parts.

Dragon Models Ltd

It was convenient that the Airwaves parts turned up at the same time as the Panzer II kit itself, in its Dragon guise and part of the 'Imperial Series', (i.e. made by someone else but sold under the Dragon label). The little Panzer II is very nice, Dragon have added their own style instruction sheet and crew and, incidentally, on the box it says 'a crew figure', but inside you will find four! Dragon's set of German tank commanders. The instruction then highlights one and marks off the rest as 'not used'. We should worry with three spare tank crew figures for the spares box!

I haven't had the opportunity to assemble this one yet, but it does look very neat and more to the point, it's also a variant that hasn't been done before. Individual track links again, but they look pretty good to me. One of the plus points on these is just one connection to the sprue, so not so many little bits to be trimmed up with the modelling knife. I have to admit, that with one or two notable exceptions, I am gradually being 'converted' to single link track.

The Armour Collection/Riko

New to me is a new series of models called The Armour Collection, ready assembled and painted models, each of which comes in its own individual display case. They are made in China and imported by Riko who kindly provided samples for review. At the moment there are three basic vehicles, though they appear in a number of different guises; a Sherman, the LAV and the Hummer.

These are not aimed at modellers looking for the finest detail, nor for wargamers, but for collectors of whom there are many wanting ready made and finished models to display on a shelf, without any work. Collectors will be more than happy as the first look, and the paint finish and markings are very good indeed on these models. Suitable for the wargamer? Well, I suspect the price puts them out of the question. And for the modeller? The Hummers I really like and they do look good. The LAV is equally good, though I noticed a couple of variations between the two I have to hand. The Sherman was a bit of a disappointment, but at first glance I thought it very good, with a very good paint finish too. However, you then notice the details that aren't quite right. The front sprocket and track is one, and the lack of a shell ejection port on the side of the turret, other than a slightly raised area;, and the rear light fitting had been fitted the wrong way round. A slight glitch in the quality control here I felt, but if you don't look too close you'll be happy. If you want to look closer then there is a bit of work to be done.

The Hummers, which come in different versions, are a different matter. These I really liked. I have three - the TOW vehicle, another with an MG on the roof hatch and a white-painted UN version of the Patrol vehicle. The standard US camouflage schemes have come out a treat, and clearly spray painted to a good standard.

The LAV is the standard machine with turret, though I have one in UN finish and another in 'Gulf Sand'. The UN version is the better of the two, with springs fitted to the front wheels and a stowage basket. Both the LAVs and the Hummers had aerials mounted and I was especially pleased to see how the packaging had been made with this in mind ensuring they were protected.

Each model comes in an individual display case, and is screwed to the base, with a title bar on one side identifying the vehicle. If you choose to remove the model from the case, you'll be left with a good display case to use for something else. Available from local hobby shops, details from Riko 13 - 15 High Street, Hemel Hempstead, Herts.

Skytrex

Skytrex have been busy in the last year or so, though it is some time since I have been able to feature them in the column. Their range of wargamers' models has grown considerably in the last few years and among the latest additions are a series of Lloyd Carriers and some more variants on the M3 half-track chassis an example being the M15A1 AA variant. The Lloyd Carrier version I have is for towing the 6pdr anti-tank gun, which is also in the range. Cast in white metal it is a simple model, consisting of the hull plus a separate front plate, the two track units and a half-figure for a driver. For the purist it is a bit overscale and the side armour is thick, but for the wargamer it is fine, with the interior stowed with ammo boxes for the 6pdr, packs, and camo nets. It is, of course, intended to compliment the Skytrex range of wargame figures.

Assembly is straightforward after some basic cleaning up of the parts, and you can use super glue or solder quite easily. Price is very reasonable too, as are most of the range.

The M15A1, mounts a 37mm plus twin .50cal AA guns in an open turret on the rear of the M3's chassis and again it's a wargamer's model, yet providing an interesting and unusual version of the M3 in model form. Once again the purist would probably not be happy with it, but then he is not what it is really aimed at. Assembly is straightforward and present no problems.

There is great breadth to the Skytrex range, currently listing somewhere around 200 vehicles and guns. For the 'modeller' some are better than others, but there are still some original subjects among the lists. Skytrex are at 28 Brook Street, Wymeswold, Nr Loughborough, Leics., LE12 6TU.

Scale Model Accessories

Scale Model Accessories have sent through an interesting 1:35 scale conversion kit. Not one of their latest, but of interest to me because it is an American truck - the Studebaker cab, which can be fitted to the chassis and bodies of Italeri kits. It wouldn't be too difficult to fit it to the *katyusha* rocket launcher from the old Italeri kit, which has now appeared under the Zvesda label, and is very well priced.

Cast in polyurethane resin are the cab, seats and the doors, which are separate pieces. A new section of chassis is white metal, as are some running boards. To top it off there's a photo-etched brass fret with the characteristic grille to fit in front of the radiator. It all comes in a stout box along with a clear set of instructions on how to go about the conversion. All-in-all it's nicely produced. Scale Model Accessories are at 160 Green Street, Enfield, Middlesex, EN3 7LB.

MMS

Staying with 1:76 scale and with metal models, MMS have added the *StuG Ausf C/D* to their range. It's difficult to know what to add about this one, as it comes packed in their now usual style, with a header card, beautifully cast in metal, with all the detail nice and crisply produced. A small (but perfectly formed?) instruction sheet is provided that has an assembly diagram, construction and historical notes, plus guidance on colours. Some time ago I said MMS set the standards, and they still do. There is a lot here others could do well to learn from and MMS models are about the best quality white metal cast models you will find anywhere. MMS are at 26 Crescent Rise, Luton, Beds., LU2 0AU.

Frog Fuman

In the Frog-Fuman range of 1:48 scale models the *Wespe* and the M4A3 (76mm) Sherman are the latest I've built up. The *Wespe* is a nice little model to build, coming complete with driver's position and basic engine detail as in the rest of the range. For the real enthusiast there is a lot that can be done to super-detail the insides of these models. Most, however, will be completed 'closed up', so much of the interior will not be seen. Yet for those who want to leave hatches/panels open then there's enough inside to give the impression of contents rather than a simple hollow space.

The Sherman is delightful, coming complete with the turret basket as well as engine, transmission and driver's compartment details. I always picture this modelled in a diorama set during the closing stages of the war, pulled up alongside a German aircraft, discovered in dispersal beside a road or on the edge of a wood. Aircraft such as the Me 262 or the Dragon model of the Natter with launch tower are what immediately come to mind.

The only problems with the range are the standard of instruction leaflet and decals. The instruction sheets are the originals, but in Japanese (or Chinese, I can't tell which!). I understand recently from Parabellum Models that they now have in stock some new, English translated versions, along with equally new decal sheets. Well done all round for addressing this problem. Admirable to see companies responding to modellers' comments rather than just leaving us to get on with it. Available direct from Parabellum Models at 28 Tarcross Road, Acocks Green, Birmingham B27 7BP, or from model retailers.

Vac-U-Cast

Vac-U-Cast are an American range of models imported into the UK by Model Search International. There is a good number of 1:76 scale tank turrets, allowing for some simple armour conversions. Among these are a T34/76 1943 turret with cupola. There were a couple of air bubble holes to be filled, but nothing drastic. I rather liked this one and it does make for a different looking model in a collection. I especially liked the provision of three different turret bases, depending on what kit you prefer to use as the chassis for your model. The second one I have here is for a captured KV1 1941 which has the commander's cupola from a Panzer IV fitted to the rear of the turret intended for the KV1 kit in the Fujimi range.

Simple conversions these, but rather neat nonetheless. Available from Model Search International, Hill House, Top Road, Slindon, Arundel, West Sussex BN18 0RP.

Next issue I'll have been to 'Truck and Tracks' in Folkestone, so there should be some interesting news. ■

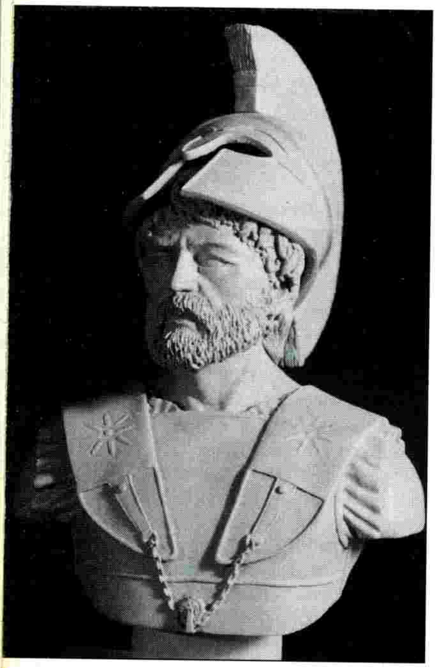
TANK SHERMAN M4-A2 (U.S.) 76
ART. 3132

The Armour Collection imported by Riko comprises mainly American subjects based on three basic types to 1:72 scale. The Sherman M4-A2 with a 76mm gun and LAV 25 'Desert Tank Hunter' are shown here. The models can be removed from the black plastic display base.

ATTEN-SHUN!

NEW PRODUCTS REVIEWED

The Editor welcomes product samples for review which should be sent to the Editorial Offices, Nexus House Boundary Way, Hemel Hempstead, Herts. HP2 7ST. Unless a prior arrangement has been made with the Editor, review samples will not be returned.



Decima

A Greek Hoplite 400-300BC is the latest 1:16 scale bust from Marco Marcucci. The bust is cast in polyurethane resin, in three parts; the head and shoulders, the Attic helmet to fit onto the back of his head and the helmet's plume.

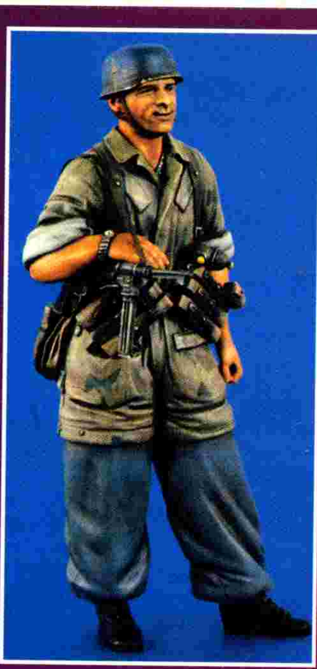
Detail on the casting is good; the bronze helmet fits on the back of the head, its facial plate with eye slits and nose protector away from the face in a classic pose as often depicted in mosaics or urn illustrations from the time. The horsehair plume is attached directly to the helmet once the plug left from the moulding sequence is removed from the top. I would paint the plume before attaching it to the helmet because the plume holder can be given a duo-colour design and painted much easier with it laid flat. Colouring instructions are provided.

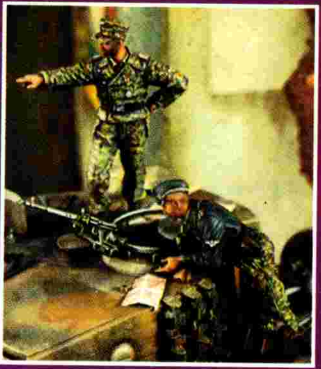
Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ stock the Decima range of white metal figures and resin busts.

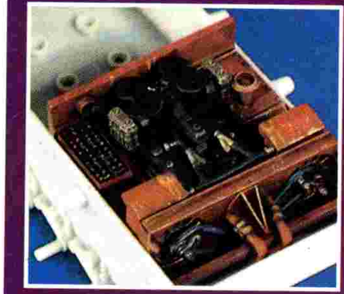
K.M.J.

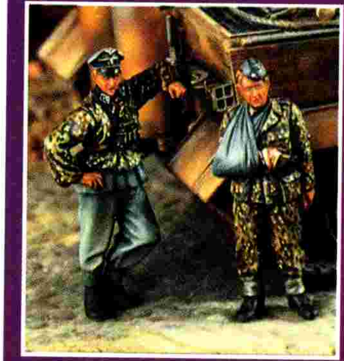
Price: £27.75.

Decima, Via Marco Polo 9, 65126 Pescara, Italy. Fax: 0039 85 63787.





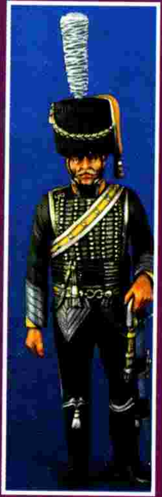




The VLS Corporation

February brought a crop of 10 different items from VLS in their standard ranges including, for good measure, a 160mm kit of the Earl of Warwick c.1400. It's an interesting pose of the earl, on a base representing stone steps, sword in hand. The extra 40mm in height over the Super Scale 120mm range is marked and if you'd like a 'one-off' larger model in your collection give this one a try. The detail overall on the polyurethane castings is very good; very sharp, with the heraldic detail on his jupon cleanly represented, yet nice and subtle on the waist pattern around it. However, the features can look a bit strange if you overpaint them, so easy does it. Price of No. 1211 is £23.95 plus £1 postage.

There were four 120mm Super Scale figure kits in February, including a Confederate Scout on a large diorama base. The American Civil War figure kit boxes now carry a North and South banner with Union and Confederate flags. The Confederate Scout kit (1208 £22 + 50p p&p) is a recumbent figure, his hat off and placed by his side, in the act of spying on some unseen enemy formation. The rocky base is quite substantial to pose the figure on and can be further embellished with scenic material by the modeller, such as a bush or some other form of vegetation for him to hide behind. Metal foil is included for the rifle sling.



Another American Civil War figure is a Union Infantry Officer (1213 £20.50 + 50p p&p) who is signalling the advance with his sword raised high. A trifle 'wooden' this one. What should be a bit of tense action looks as if his arm is pivoted upwards like a toy soldier standing on a base that's been designed to accommodate some weirdly posed foot geometry. OK! He could be stepping downwards, but that shoulder defies the laws of anatomy for raised arms! A bit or remedial surgery is needed here, otherwise detail on the kit parts is sharply defined with a nice face with character.

A Line Chasseur in the Napoleonic series is a simple, 'straight up and down' pose (1209 £20.50 + 50p p&p) preferred by painters. It's also a good one for conversion, and has plenty of potential in this direction. Metal foil is included for the sword slings.

A well posed German WWII Paratrooper *(fallschirmjäger)* is kit No.1210 price £19 plus 50p p&p. He's wearing the voluminous trousers evident in pictures of these elite German troops, but his boots are a bit 'dainty', feminine in proportion, and very 'civilian' to my eye and I'd beef them up for a better all-over balance to get rid of the 'twinkle toes' appearance.

New 1:35 scale WWII figure kits are 1207 'Down the Road' - German Tankers and 1214 German WWII Officer and Wounded Soldier; two figures in each box for £11 plus 50p p&p. This is a super range for AFV modellers who like to include the odd miniature human interest to their masterpieces, or those who have a passion for heavily peopled dioramas. A *PzKpfw III* Engine Compartment for Dragon and Tamiya kits is No.1215, price £14.25 plus 50p p&p. This has the complete engine, radiators, fuel tank, battery, plus the associated pipework as some excellent polyurethane resin castings. There's room for extra details too; if you have the references you can go to town on this kit fitted into a Dragon model. An illustrated instruction slip is included in the box.

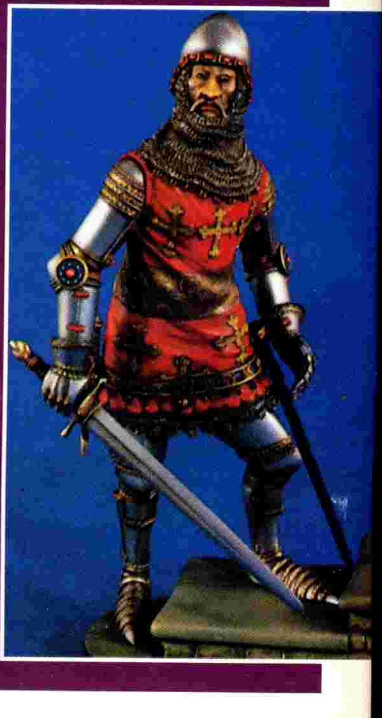
Finally, the second photo-etched stencil of US Stars (1206 £7.20 + 50p p&p) is now available for 1:35 scale with four different size stars and three 'U.S.A.' stencils. Position the stencil and spray with the airbrush for that painted-on look. This is a series with potential.

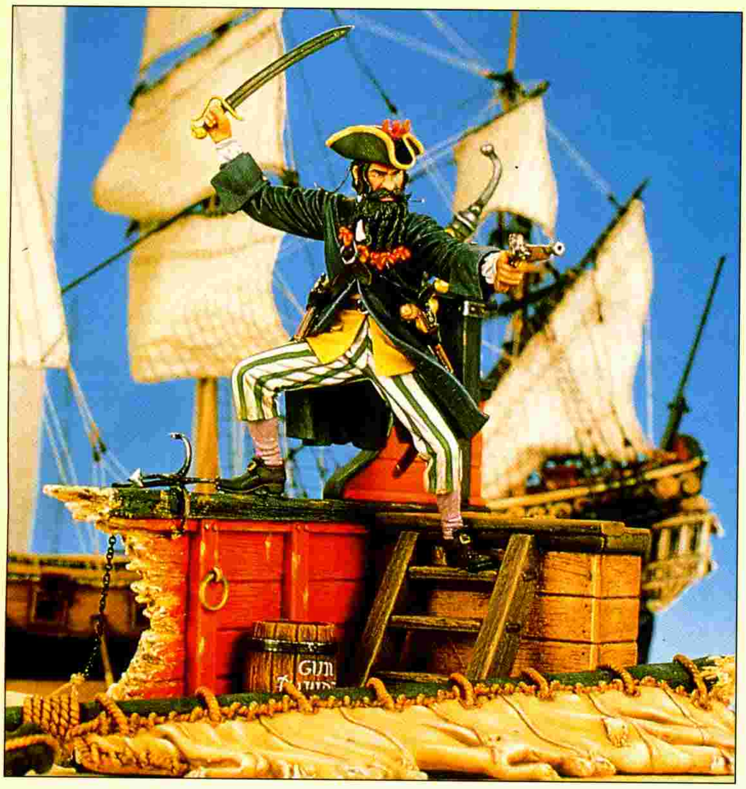
The Verlinden Range is available in the UK from Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ.

K.M.J.

Prices in text.

The VLS Corporation, Lone Star Industrial Park, 811 Lone Star Drive, O'Fallon, MO 63366, USA.





Andrea Miniatures

Edward Teach, alias Blackbeard the Pirate, is Andrea Miniatures' latest 90mm white metal figure kit which includes a scenic base of a ship's gunwale, steps, powder barrel, swivel gun, etc. Mike Good has designed the figure and Mario and Rafael Milla the base, resulting in what is quite a sizeable model, assembling from a lot of detailed cast white metal parts. It couldn't have come at a better time either, because what is thought to be Blackbeard's flagship, *Queen Anne's Revenge,* has been discovered off the coast of Carolina.

Blackbeard is posed, cutlass raised in his right hand, a pistol in his left, right foot on the rail the other on the ladder. He has another half a dozen pistols or so in loops on his coat, around the waist. His long beard, which gave him his nickname, has bows in it and these can be bent around a bit for effect. He also fitted lighted slow matches under his hat brim that stuck out and smouldered to frighten his adversaries and these can be added from wire.

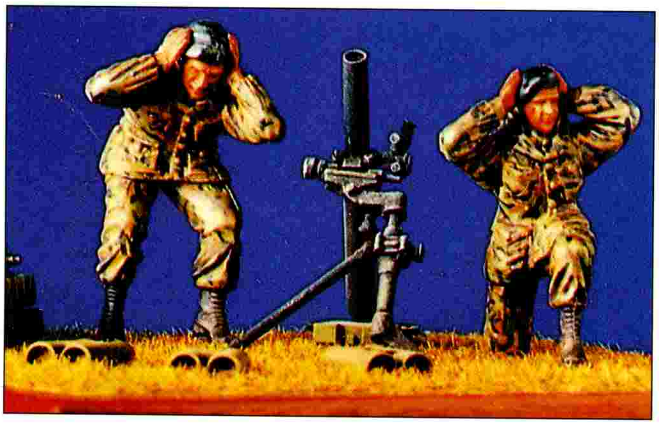
Fit of parts is good, though filler is needed here and there. It's not a cheap model; the scenic base obviously bumps up the price quite a bit, because there's a lot of it - in fact, more of it, than Blackbeard himself! However, I doubt the price will deter many modellers looking for 'something different' which this certainly is! Another excellent design from Andrea Miniatures.

Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ stock Andrea kits.

K.M.J.

Price £79.50.

Andrea S.L. C/Maestro Zudaire, S/N° Los Negrales, Villalba, 28409 Madrid, Spain.



Dartmoor Military Models

The British L16A2 81mm Mortar with two British army crew figures in 1:35 scale (DMM.16) is the latest release from Dartmoor Military Models. Cast in white metal, the mortar (DMM.12 £9.95) is made up from some highly detailed castings with the two crewmembers (DMM.17 £9.95) wearing parkas and berets. The extra dual tubular bomb containers and bombs (DMM.14 £4.95) are included too. All 'elements' making up this kit are available separately.

The parts fit together without any problems; the white metal castings are very finely detailed with only fine hairline mould part lines to remove before assembly, which is straightforward enough. The motar consists of nine highly detailed castings and a super little model in its own right.

What's presented is good, and a super little scenario can be made up (you could add an extra crewman if you wish) on a scenic base, or in a depression or with a camouflage net hide over the position. The possibilities are endless. However, in an action sequence, the crew would wear helmets and there would be a minimum of three men to serve the weapon. I base this on the dozen or more set-ups of different British infantry regiments' mortar teams I've photographed for sister title *Regiment* magazine.

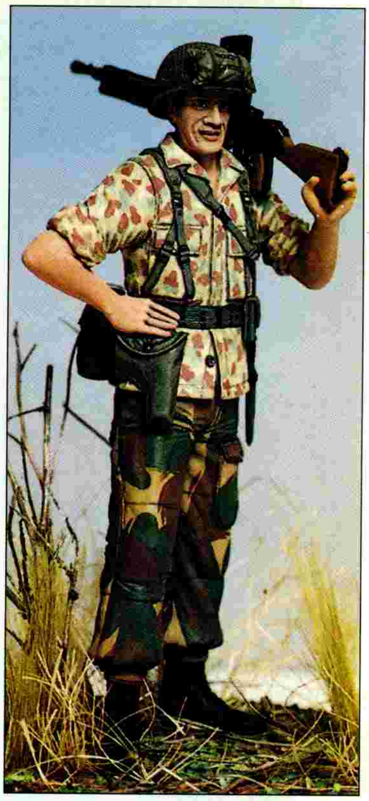
Around £3 can be saved buying DMM.16 than purchasing the items separate, however, more packs of bombs and bomb containers (DMM.14) would add to the scene.

Postage is extra on mail orders; 10% in Europe and 15% elsewhere.

K.M.J.

Price £21.65.

Dartmoor Military Models, Sweet Meadow, West Manley Land, Tiverton, Devon EX16 4NJ.



New Order

A 120mm figure kit (1:15 scale) of a French Legionnaire Dien Bien Phu (P003) has been released by New Order Model Designs of Québec, Canada.

The kit parts are cast in cream colour polyurethane resin with the body of the light machine-gun he's carrying over his shoulder, in a grey-green colour. The detail on the kit parts is very good; it's well-defined, crisp and some of it is extremely fine. The 7.5mm Chatellerault 1924/29 LMG is a terrific little model by itself.

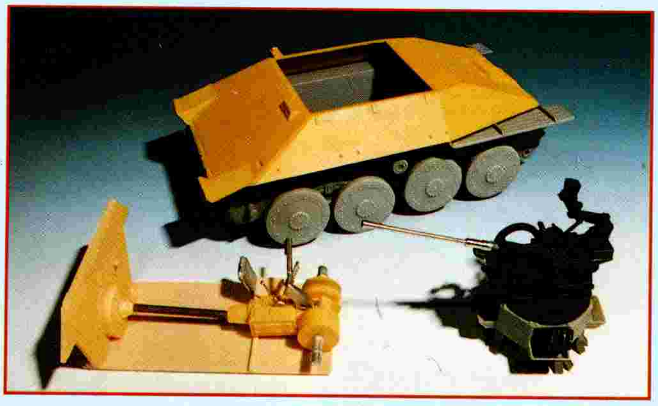
There are some fine mould part lines to remove plus blocks left from the feeds during the casting process which must be removed very carefully, especially around the elbows on the arms and the one on the rear rim of the helmet. No printed painting references are provided, but a colour photo is provided on the box top.

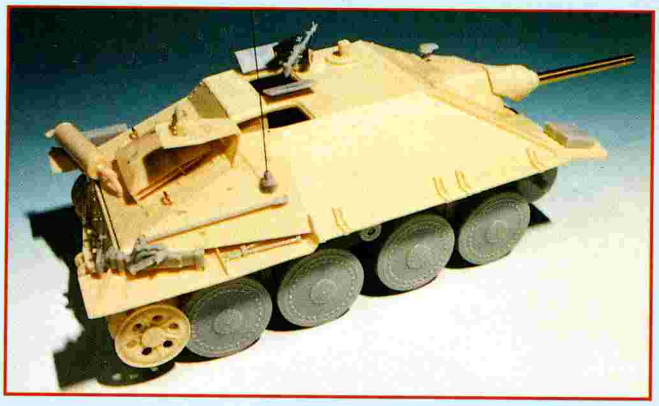
Other new 120mm releases are S019 Samurai Warrior; S020 *SS Sturmbannführer* 1936; S021 Tartar Warrior Ch'in Empire. A catalogue of New Order Model Designs is available.

K.M.J.

Prices on application

New Order Model Designs,
12045 Pl. Cleophas Soucy
Montreal, Québec, Canada
H3M 1J2.





New Connection Models

Historex Agents of Dover now stock the New Connection Models range produced in Germany and have sent two samples of 1:35 scale AFV conversion kits for review.

The kits are definitely not cheap at £43.65 for what's included, however, they provide the essentials for some unusual prototypes. Both conversion kits are based on the *Hetzer* self-propelled gun chassis, the *PzKpfw 38(t)*, and the chassis and running gear of the Dragon kit is required to fit the parts to. Unfortunately, this again bumps up the price yet more and the total cost fast approaches £60 plus!

NC 3524 is the *2cm Flak 38 auf Hetzer*, an AA variant on the *Bergehetzer* which has a polyurethane resin hull top casting, interior bulkhead and floor with transmission and gun mounting in resin and white metal pats, driver's position and the Tamiya kit of the 20mm *Flak 38* is included. A turned brass barrel with drilled muzzle is provided to replace the moulded-on item. Full instructions in English are provided. The polyurethane castings are superb.

The other model, NC 3527 is the *Jagdpanzer 38 'Starr'*, virtually a late model *Hetzer* with a redesigned shorter back-end and reduced size mantlet, without recoil and recuperator cylinders on the 7.5cm gun enabling a smaller cut-out in the glacis to reduce front end weight from a large mantlet. Again, a Dragon Hetzer kit is needed and all the parts needed for the conversion are provided cast in polyurethane resin and white metal, plus a turned brass gun barrel. New idlers replace the Dragon kit parts. The resulting *Hetzer* version is refreshingly different.

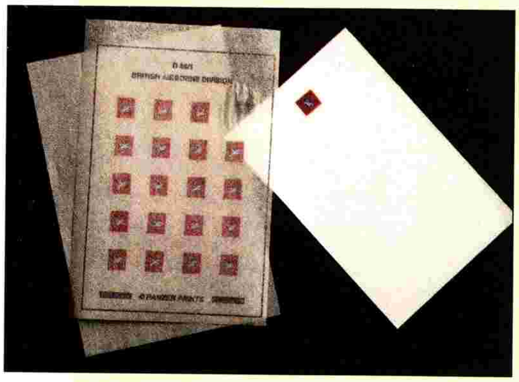
These imported kits carry an unfortunately high retail price in the UK for what's supplied, but they are bound to find favour to modellers wishing to add them to their collections of German AFVs.

Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ have the New Connection Models range in stock.

K.M.J.

Price £43.65 each.

New Connection Models,
Dorfgütingen 40, D-91555
Feuchtwangen, Germany.



Panzer Prints

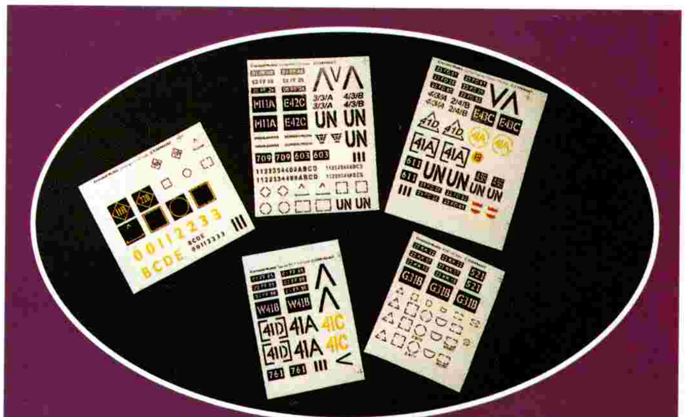
A new range of transfer sheets suitable for vehicles in 1:35 and 1:76 scales has been released by Panzer Prints. The transfers (or decals if you prefer) are applied by a water separation method of positioning the decal to the model after peeling off its backing sheet. When you're happy with the position the carrier sheet is wetted, left for a few moments then peeled away leaving the design in place on the model. This system is, for want of a better description, the waterslide system in reverse. It was used as a 'varnish fixing' system many years ago by railway and boat modellers. It is also a system used commercially by toy and miniatures' manufacturers.

The first releases cover British vehicles, in 1:35 and 1:76 scales, plus one A4 size sheet of German AFV turret numbers in red with a white outline. In fact, the latter has sufficient markings for a complete armoured division, but is available only in 1:76 scale at the present. The reference numbers indicate the scale of the decal by either 76 for 1:76 scale and 35 for 1:35 scale. Subjects are British Airborne Division Signs (D76/1 or D35/1); British Guards Armoured Division (D76/2 or D35/2); British 1st Airborne Census Markings (D76/3 or D35/3); 6th Airborne and SAS Census Markings (D76/4 or D36/4). All sheets are £3 each, whereas German AFV Turret Numbers (Sheet D76/5) costs £7.50. Printed information on markings allocation and fitting instructions are provided.

K.M.J.

Prices in text.

Panzer Prints, The Falcon, Leverton Road, Sturton le Steeple, Retford, Notts DN22 9HE. Tel/fax 01427 880584.



Cromwell Models

Waterslide decals, or transfers if you prefer, are now available from Cromwell Models to compliment their range of military vehicle kits. The first five received for review are for the Spartan APC (£4), Spartan MCT (£3), AS90 (£3), Combat Engineer Tractor (£4) and Challenger 2 (£3). Although the last one may be a bit premature at this stage of Challenger 2's non-entry into British armoured regiments, it will, perhaps, be relevant, give or take a sign or two, when the 'happy event' occurs.

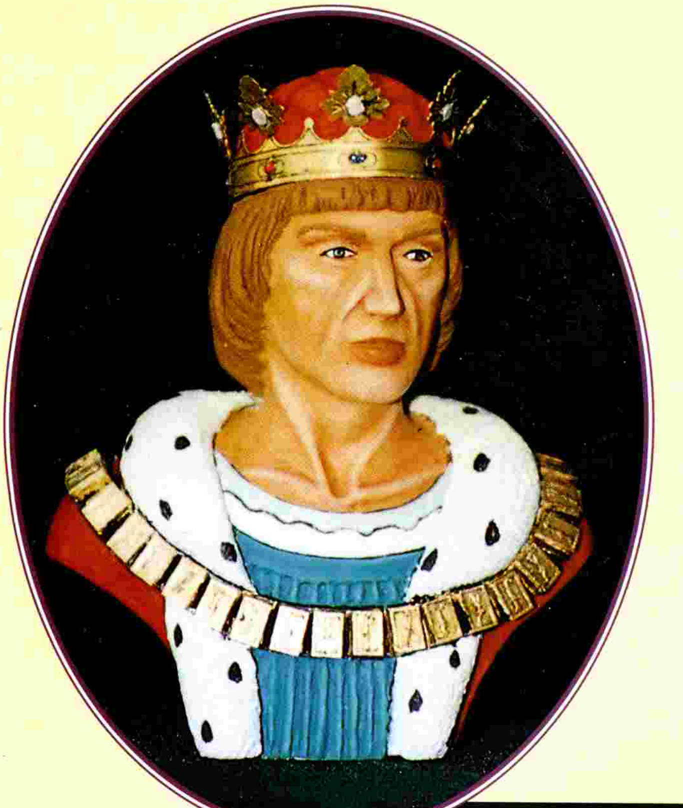
Specific examples of military number plates are included so you'll need photo references if you wish to step outside of what's provided to mark up the vehicle of your choice.

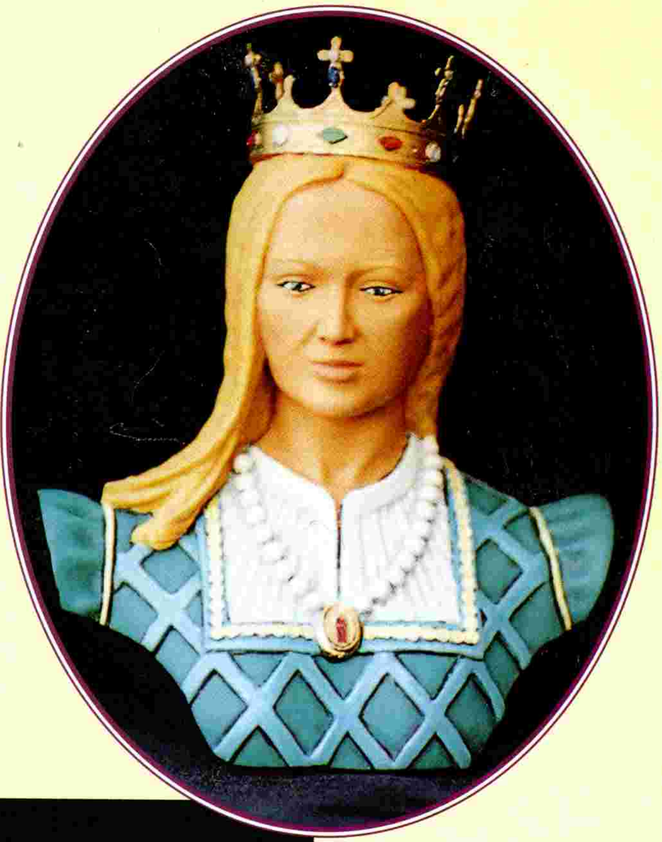
The decals are waterslide and printed very cleanly with minimum carrier film around the motifs; (soak for a few moments then slide off the design onto the model). They are also commendably thin and have a matt finish. In keeping with most current British army markings most are black and white, though where colour is used this is faithfully reproduced. Prices are very good too.

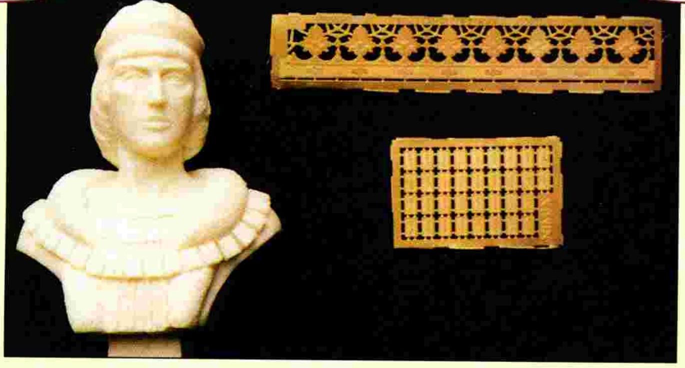
K.M.J.

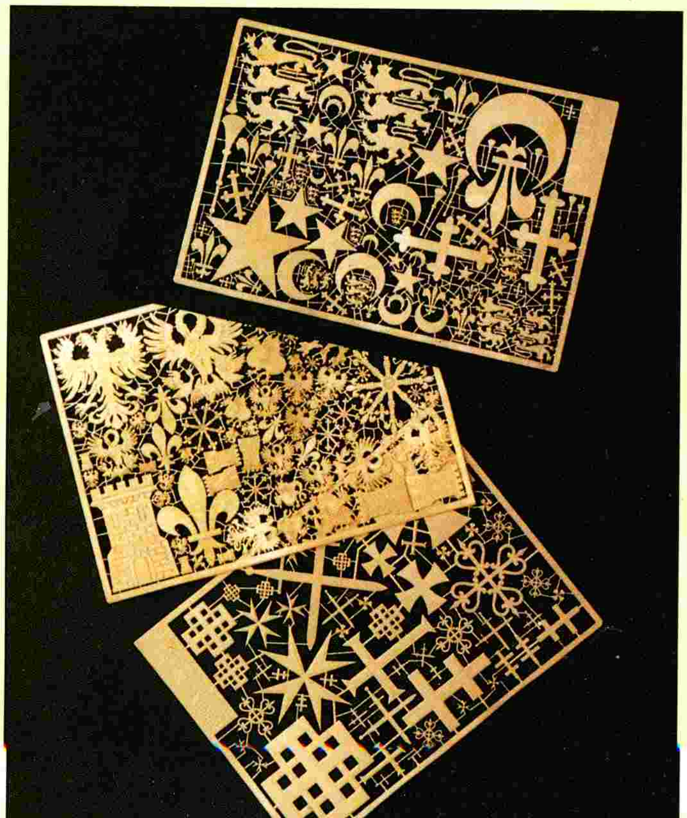
Prices in text.

Cromwell Models, Dept MM,
Progress House, 39 Kirkpatrick
Street, Glasgow,
Scotland G40 3RZ.









Nimix

Two new busts (the complete figure height would be around 200mm) from Spanish maker Nimix of Madrid are Fernando el Catolico (1452-1516) and Isabel la Catolica (1415-1504), two of Spain's Catholic monarchs.

Fernando el Catolico, or Ferdinand II The Catholic King, (kit no. BU04) ruled over Aragon, Cataluña, Valencia, Ealeare, Sicily and Naples. Isabel la Catolica (Elizabeth the Catholic Queen kit no. BU03) was ruler of Castille and, incidentally, King Henry IV's step sister. Ferdinand married Elizabeth, despite age differences that are perhaps surprising to modern thinking, to cement relations and acquire power and lands on the Spanish peninsula and elsewhere.

The kits are cast in polyurethane resin, very cleanly too, with good sharp detail, including a super innovation where the crowns and costume jewellery are provided by photo-etched brass. What better way to represent metal! The part is cut from the fret and formed round a circular dowel or rod, being careful to get it round to fit the moulded area allowed for it on the resin casting. The jewels around the rims of the crowns are also supplied as etched pieces, but the thought did cross my mind that coloured plastic or epoxy parts could replace these for an extra realistic touch. Otherwise, all that's called for is to give the painting your best shot. Excellent models for displaying together.

Nimix have no UK agent or distributor for their figure and vehicle kits, but do accept Visa and Mastercard for those who wish to order direct. The sterling price for the busts is £18 each.

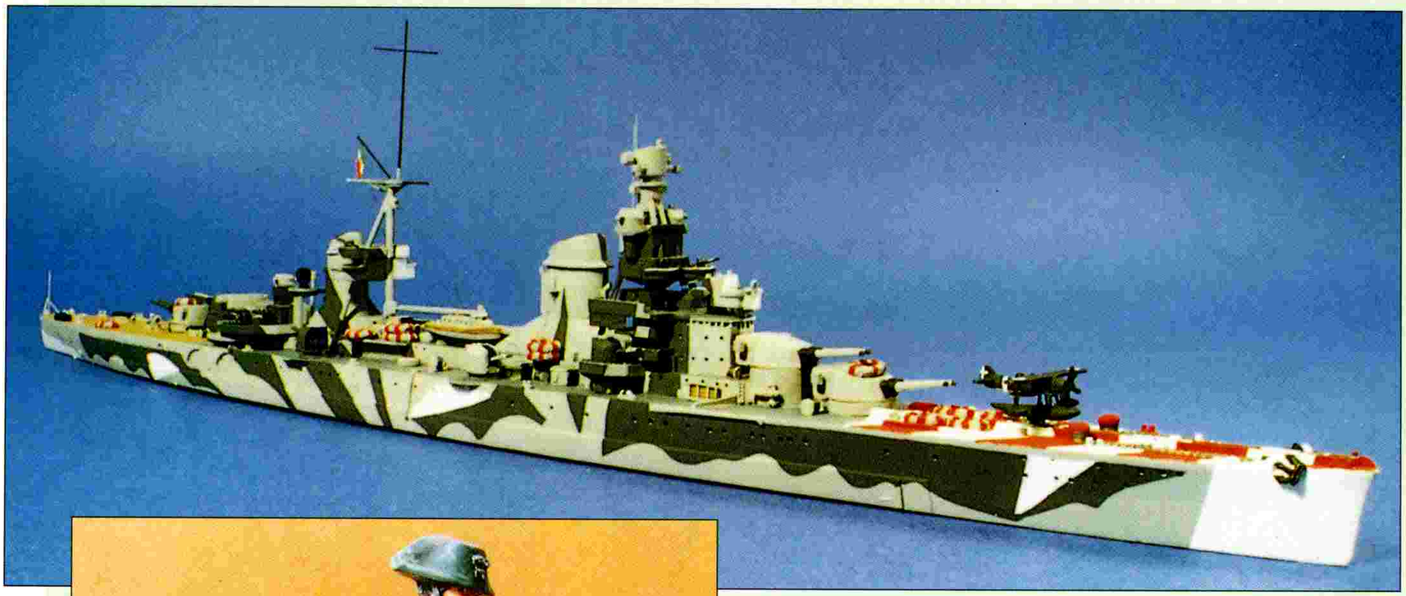
However, please note we've have just been informed that Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ now stock the Nimix range of photo-etched products only - NOT the figures, vehicles or other accessories.

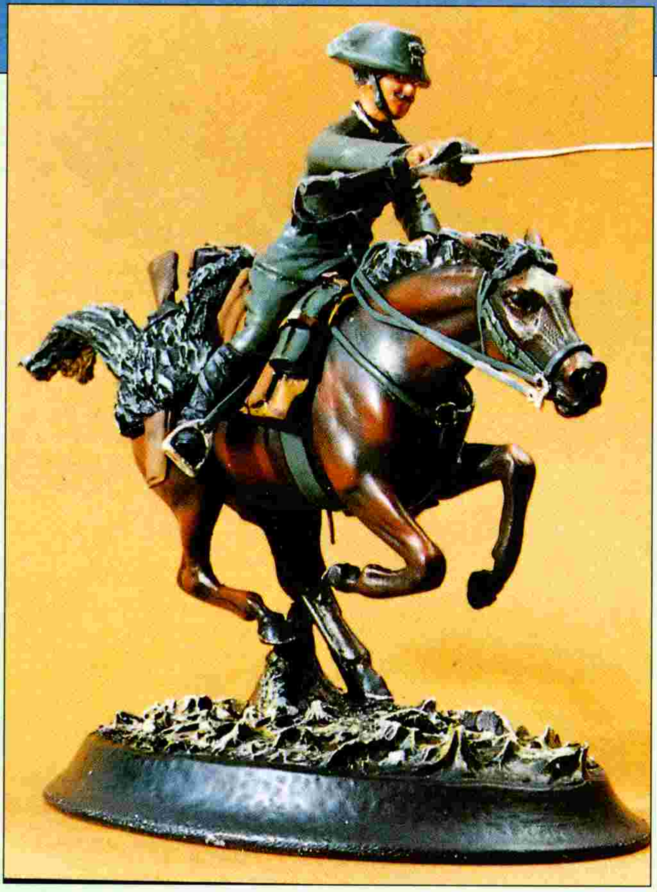
The photo-etched range is quite big, and reasonably priced too, covering heraldry (£7.25 + 30p p&p) , grilles and grating (£6.50 + 30p p&p), US Civil War flags (£4.75 - £5.50 + 30p p&p), uniform badges, fauna, etc., and the standard excellent. Historex also stocking the Nimix 'artificial water' in blue/green and transparent at £7.25 + 80p p&p. A full list including prices is available from Historex Agents on receipt of a SAE.

K.M.J.

Prices in text.

Nimix, Apartado 45117, 28080
Madrid, Spain.





Baby's Store Modellismo S.r.l.

Located in Italy's capital, Rome, Baby's Store Modellismo has sent a catalogue of the range of models they stock, plus samples from them.

'Cavalleria Italiana' is a range of 54mm, 75mm and 110mm white metal kits. This has the "Baby's" tag on it and is presumably exclusive to them. The sculptor is Umberto Tosi. There is a range of 75mm *Figurini a Cavallo* (cavalry) and *Figurini a Piedi* - (foot) a single 54mm figure and some larger 110mm *Figurini a Cavallo.*

The sample figure sent was quite good - BS10 *Carabiniere alla carica 1° GM 1848* at the charge. The horse has been made to balance on one hoof (left rear), at the gallop, with a metal rod protruding from its right rear fetlock down into the base, 'disguised' by a clump of groundwork. Not an ideal support. Detail is soft and can be a little heavy in parts, lacking crispness, though the models paint up well enough. Filler will be needed around joins.

All of the subjects are Italian and open up possibilities for modellers interested in the genre. Prices are in Lire with 75mm mounted kits at 110,000 to 150,000 and foot figures 55,000 to 130,000. The 54mm figure is 150,000 and the 110mm kits 250,000.

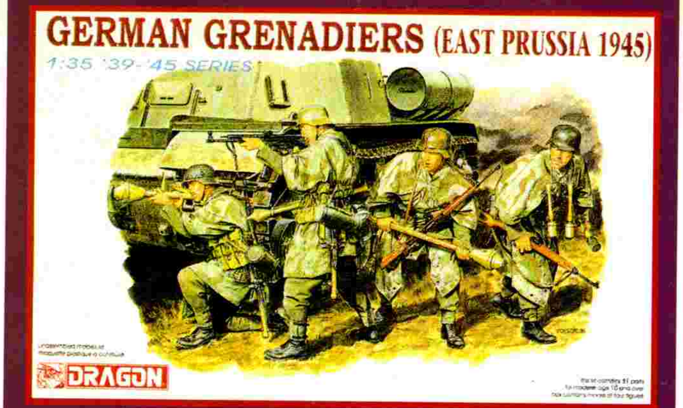
The other sample sent for review is a superb 1:700 scale waterline Italian WWII warship kit - the *Trento* c.1942 *(RN Trento Incrociatore pesante Classe Trento)* in the Delphis range. This kit is cast in polyurethane resin, to a very high standard - the lower masts are cast ,along with the funnels, in situ onto the one-piece waterline hull casting. The model was designed by Mauro Bertorello and cast by Gamma Models of Rome. There are 21 subjects in the Delphis range, most are 69,000 lire, with two smaller types at 25,000 and a sheet of decals at 9,5000. Definitely worth exploring if you're into 1:700 scale ships (Tamiya, Hasegawa, etc.)

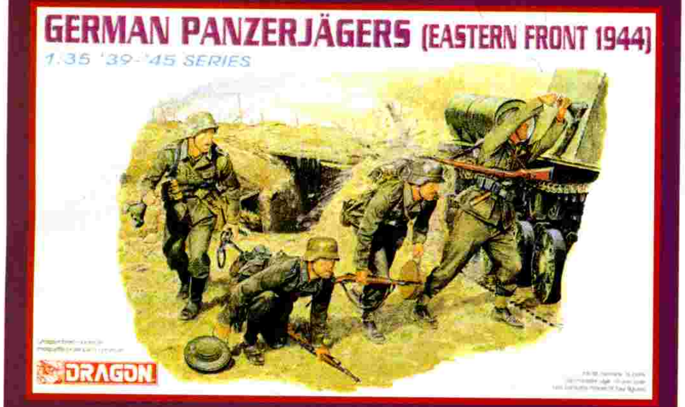
Any enquiries will have to be made direct to Baby's Store Modellismo S.r.l.

K.M.J.

Prices in text.

Baby's Store Modellismo S.r.l., viale XXI Aprile, 40 00162 Rome, Italy. Fax 06/44241302.





Dragon Models Ltd

Two new sets of 1:35 scale figures have been released in Dragon Models' 39-45 Series - 6057 German Grenadiers (East Prussia 1945) and 6058 German Panzerjägers (Eastern Front 1944)

Each box has four figures, moulded in polystyrene plastic, in kit form, with the appropriate weapons supplied on a separate sprue. The poses of the grenadiers are 'action' - two are firing (*MP 44* and *panzerfaust*) and two crouching. The *panzerjägers* are carrying Telermines and magnetic hollow-charge mines (*Haft-Hohlladung 3kg)* with one man in the act of fixing and priming one of these 3kg devices to the side of an AFV.

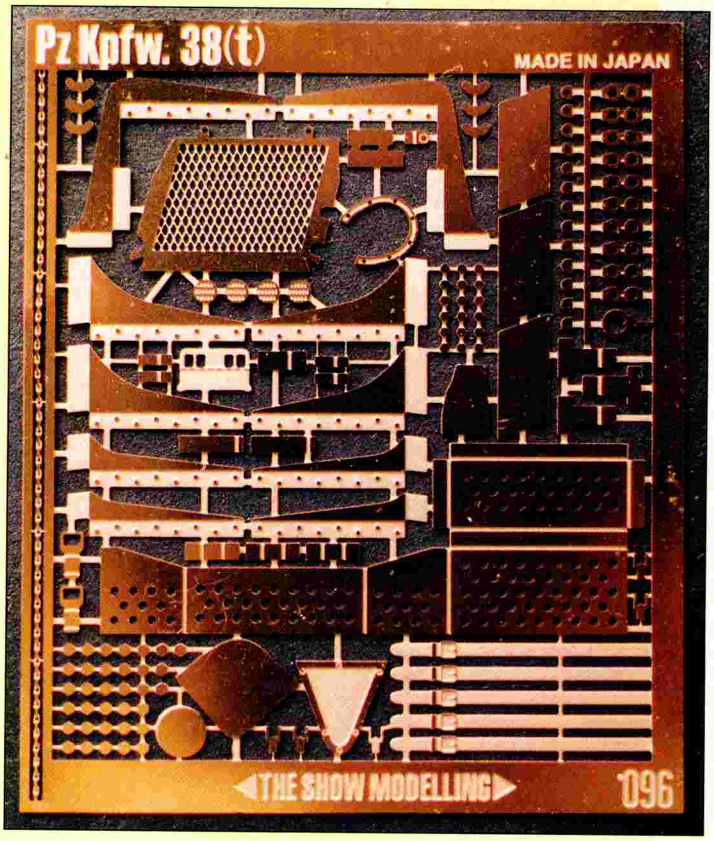
The figures will allow some 'swapping' around of parts, but are excellent for conversion and scratch building. They're extremely good value for money too at around £6 for a box of four soldiers, weapons and accoutrements.

Dragon Models are available from good model shops and imported into the UK by Riko International, 13-15a High Street, Hemel Hempstead, Herts HP1 3AD.

K.M.J.

Price £5.99 each.

Dragon Models Ltd., 603-609 Castle Peak Road, Kong Nam Industrial Building, 10/Fl., B-1, Tsuen Wan, New Territories, Hong Kong.



The Show Modelling

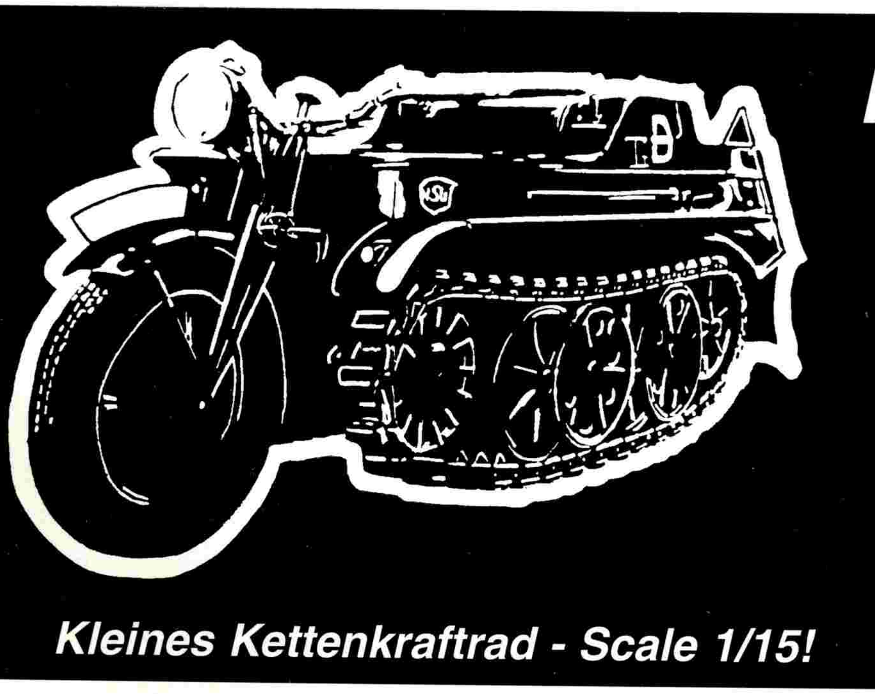
Historex Agents of Dover stock The Show Modelling range of 1:35 scale photo-etched brass accessories for detailing AFVs; the latest fret of parts (SH96) has the wherewithal to improve Italeri's *PzKpfw 38(t)*. The distinctive stowage bin, with holes, is provided along with the engine air intake grille cover track guard brackets and a multitude of minuscule fittings in the way of rings, bolt heads, brackets, the rear element of the Notek night driving system, straps with buckles and even a lucky horseshoe! Fitting instructions are included to show how it all goes together on Italeri's 1:35 scale injection moulded plastic kit.

Historex can supply a complete list of now extensive The Show Modelling range. Send a SAE for details.

K.M.J.

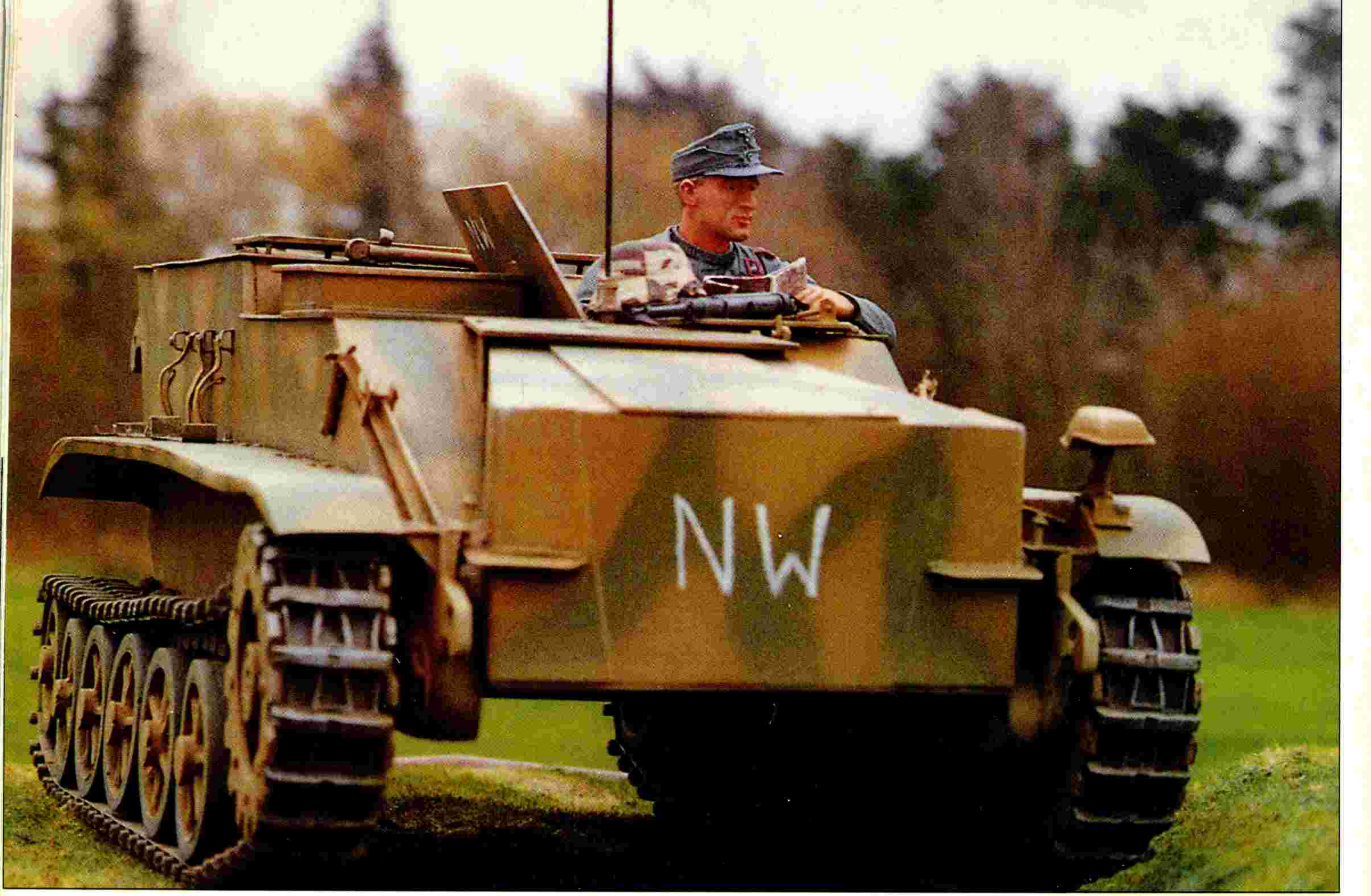
Price £8.45 plus 50p p&p.

Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ.


PRECISION
models

Fax.:
+32 3 233.76.85
+32 89 85.83.22

Kleines Kettenkraftrad - Scale 1/15!



The finished model was taken outside, in natural light against a natural scenic background. The idea of the title Dummkopf! (literally - 'stupid head!') came from what the driver is probably thinking, looking at his map, sat in his Borgward, which is out of fuel, as the other crew member brings some gasoline in jerrycans - one a captured American and the other German.

Dummkopf!

John Boyton scratch builds a 1:15 scale *SdKfz 301 Borgward IV Ausf C* and places it in a diorama setting with some suitably converted figure kits. He also describes how he made RTV moulds to cast parts in polyurethane resin

The origins of this model can really be traced back to November 1973 when I was inspired to convert a 1:35 Tamiya Panther into a *Bergepanther*. I had read an excellent article in a magazine which showed me what was possible, given enough time and patience. The magazine was ***Military Modelling*** and the author Geoff Watson.

Twenty three years later that inspiration is still with me and for at least the last four years I have been looking around for a suitable vehicle to build in 1:15 scale. It seemed that every time I thought of something to build someone else had already thought of it first! *Maus, Bergepanther,* any of the *SdKfz 234* series, even my all time favourite the *PzKpfw II Luchs,* all of these plus many more have been made or will be made in 1:15 scale.

Unpopular choice

So, after much head-scratching I decided to building the *Schwerer Ladungsträger SdKfz 301 Borgward IV Ausf C* and there were quite a few reasons why this vehicle seemed a good idea for my first scratch building attempt. Primarily it is uncomplicated; secondly it is quite small, but the main attraction of this vehicle over many others is that it does not have the appeal of other panzers, so most major manufacturers would not release it in 1:15 scale.

The *Ausf A* and *B* versions of this vehicle were nearly identical, only the armour thicknesses differentiated them. The main problem in building either of these two would be the tracks, in fact, this is the major problem when building any tracked vehicle. On both versions the tracks were fitted with rubber 'spuds', similar to the *SdKfz 250* and *251* vehicles which for an amateur like myself would be a daunting task to cast successfully. Even though the late *Ausf B 301's* were being fitted with all metal tracks without the spuds, the shape of the superstructure still looked complicated to build successfully.

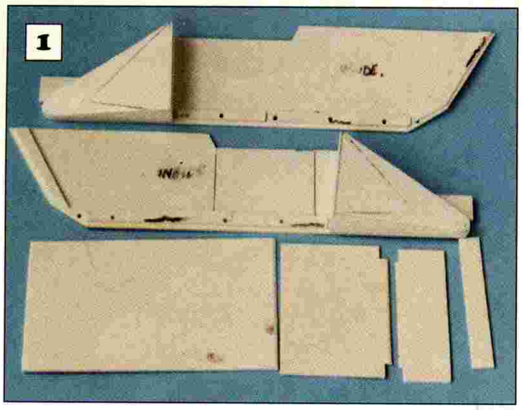
Once I had set my mind on building the *Ausf C* version the next logical step was to obtain as many references as possible, these included contacting Bovington Tank museum who had some excellent photos available for purchase. Although a lot of the photos are of the *Ausf A/B* version there were still enough on the *Ausf C* version to satisfy my needs. I also telephoned a good friend Tony Surridge who informed me that the *Tech Intel No. 2* had some excellent photos as well as technical details on the vehicle. He loaned his copy of the book to me for an extended period, for which I was very grateful.

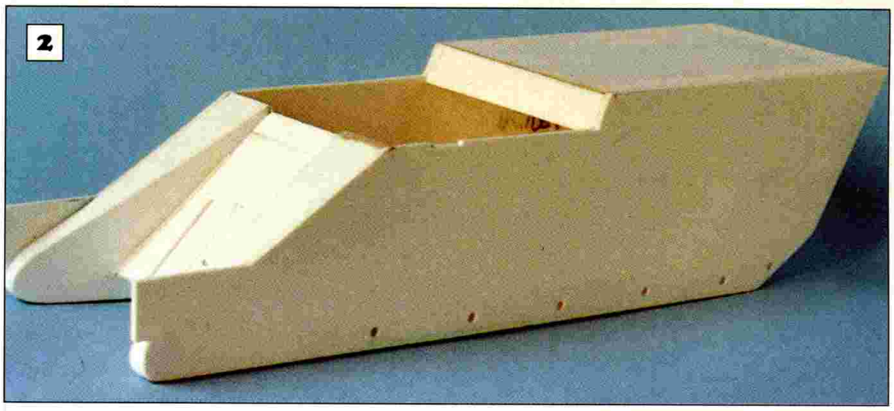
Transferring angles

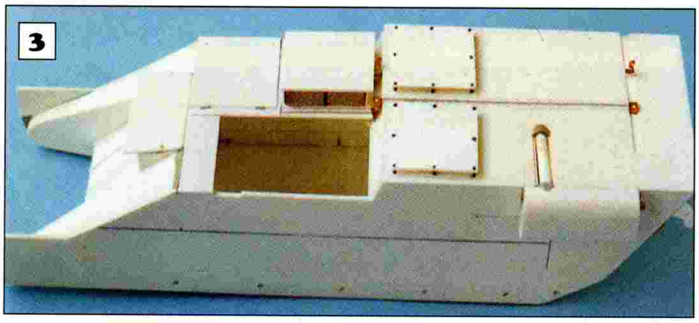
The final part of my equation required a 1:35 scale kit of the vehicle as this would make it a lot easier to transfer the various angles onto the 1:15 scale model and also give me a 'feel' for the project. After I had received the photos from Bovington I realised that the task I was setting myself was mammoth, but ultimately very satisfying. In the end I threw caution to the wind and decided to go ahead, but to use the exercise as a long term project, doing 'bits and pieces' as I went along.

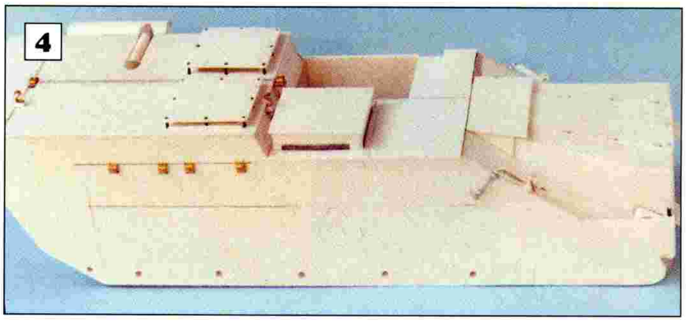
I bought a 1:35 scale kit from Azimut Productions which is certainly a lovely kit, albeit expensive, as this seemed the best on the market. Tony Surridge also mentioned he had a 1:35 scale kit from Peddinghaus which he again loaned me.

With all the information to hand it was time to see if it added up, by using the mea-

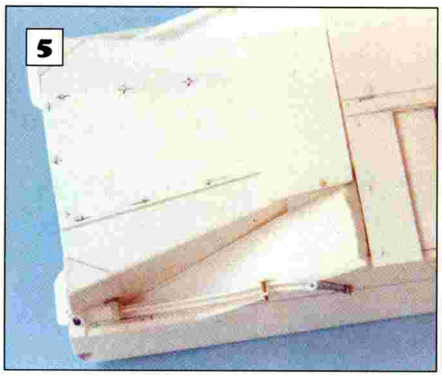


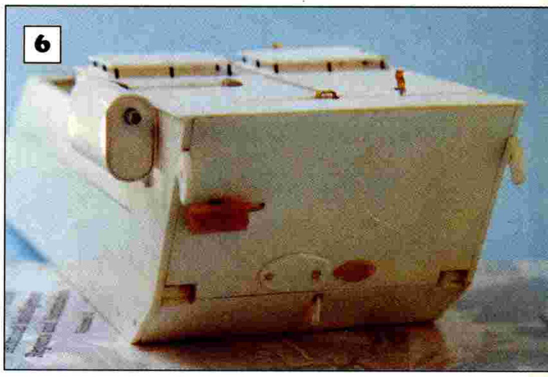






1. Sides, bottom, lower rear, rear and bracing bar behind driver from 80 thou card. Note the pencil lines on 'cheeks' and the 'beefing up' for the torsion bars and rear. 2. First pieces assembled plus 80 thou bracing piece on top deck and detailed demolition charge bed. 3. Side view with added detailing well under way. 4. The demolition charge in place on the hull front. 5. The detail on the front of the vehicle showing the demolition charge. 6. Rear end with details in place. Notek night driving light is on the left. 7. Final drive covers, flanges and track guards in place.



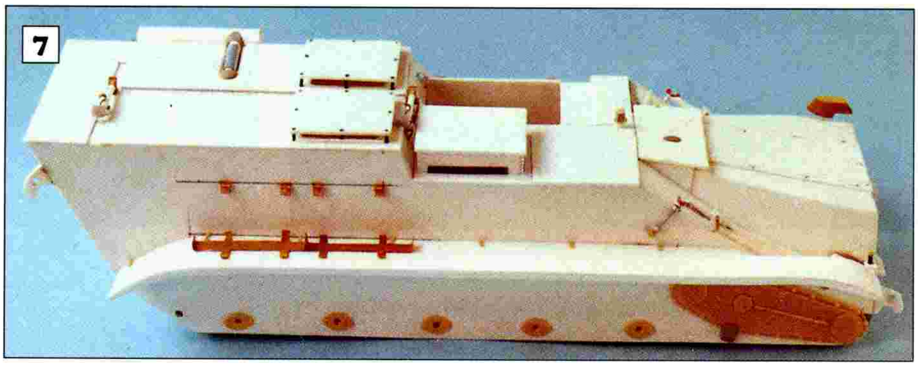


surements from the Encyclopaedia of German Tanks by Doyle and Chamberlain, I was able to sketch some simple line drawings in 1:15 scale for the side and rear elevations and a plan drawing of the top plates. These drawings also helped in the placement of the angled plates on the rear and front. The added advantage of having a 1:35 scale kit as well as photos meant that any item on the kit of which I was dubious could be cross-referenced with the drawing to ensure the model was as accurate as possible.

The vehicle has different sizes of plates for the sides and rear and any plastic card that is used has to be of scale thickness. This may seem obvious, but some times the plastic card would not be totally accurate, so I scaled all the sizes of the plates into 1:15 scale and kept these near to hand during construction which certainly saved time.

Most important part

Trying to think logically, the most important part of the *SdKfz 301* would be the bottom of the hull; if this was incorrect the sit of the hull would be all wrong. The first step was to ensure the plastic card was square, at least on two faces and the other two could be cut any way. This became my datum line and all measurements would be taken from it to ensure accuracy. The two sides were cut first and I encountered obstacle was whether to leave the front and rear tow hooks on. With these in place it became more awkward to ensure a straight cut, so I cut these off and left them until later.



The bottom, lower rear, upper rear and the support bar behind the driver were cut next, always ensuring that all were square and true. As all the plates would be internal I used 80 thou plastic card which ensured a really rigid frame to build on.

Paper templates

The two front angles were cut next; these form the cheeks in which the demolition charge sits in and I found that by using templates of paper card, any fine adjustments could be made before any plastic card was cut.

The angled plates were cut using one piece of plastic card so that there were no joins visible and then the inner plates were added. I again cut a paper template first, which certainly saved a lot of plastic card, because a lot of fine tuning was needed to get a good fit. Before I could glue these together, however, I had to decide where the joins would be, because these were not too clear on the photos. I decided that the best way to join them would be to sandwich the angled plates between the hull sides and the inner plates, always ensuring that the width did not exceed the true dimensions of the real vehicle.

With these in place the angles of the demolition charges bed could be pencilled in. As the angles of the bed were known it wasn't a problem to draw them in place. Before I progressed any further the holes for the torsion bars had to be drilled in place on the hull sides. Where the torsion bar positions were drilled I decided to beef up the entry points on the hull to make sure that the bars would have enough support. These also helped in giving the bottom and end plates support.

Once all the pieces were glued together I had to add the rear top plate to stabilise the construction, making sure that it was below the level of the top, as the real top plate was

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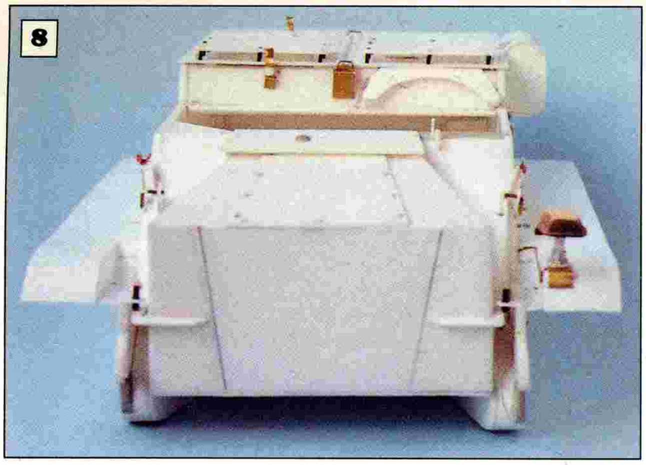

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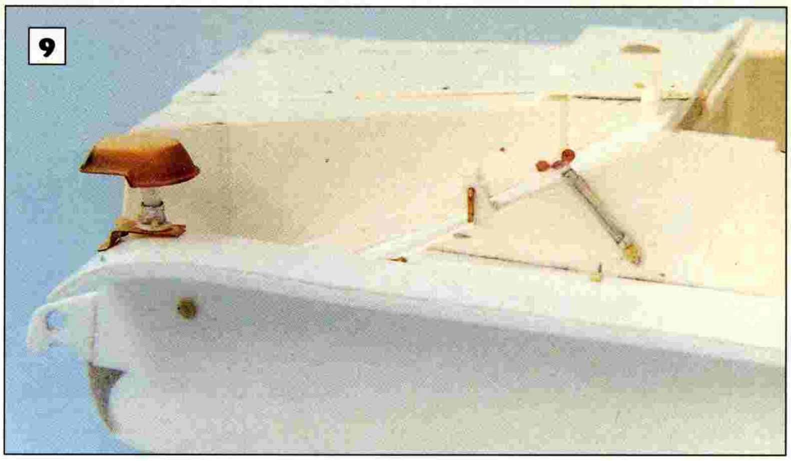

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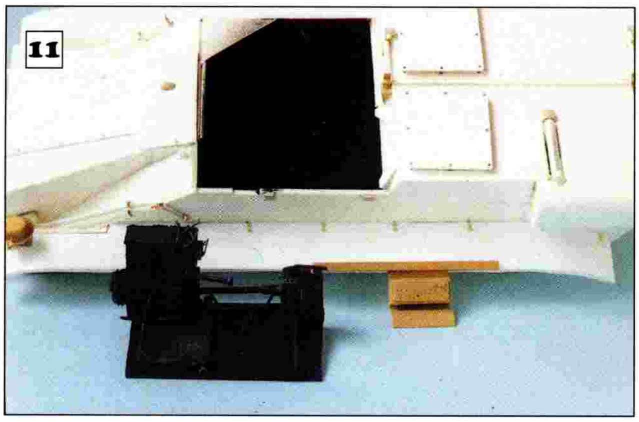

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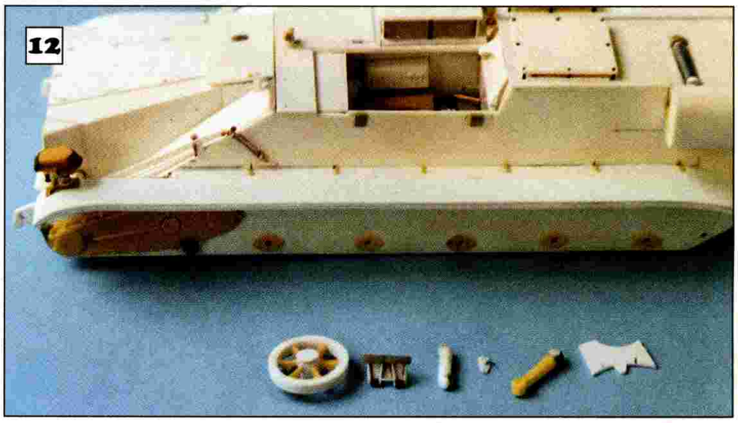

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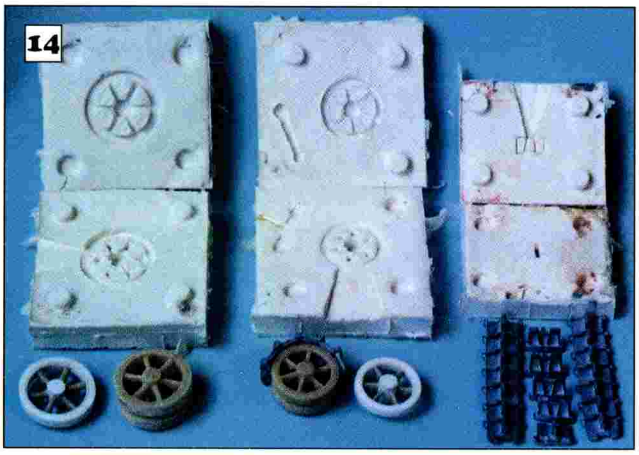

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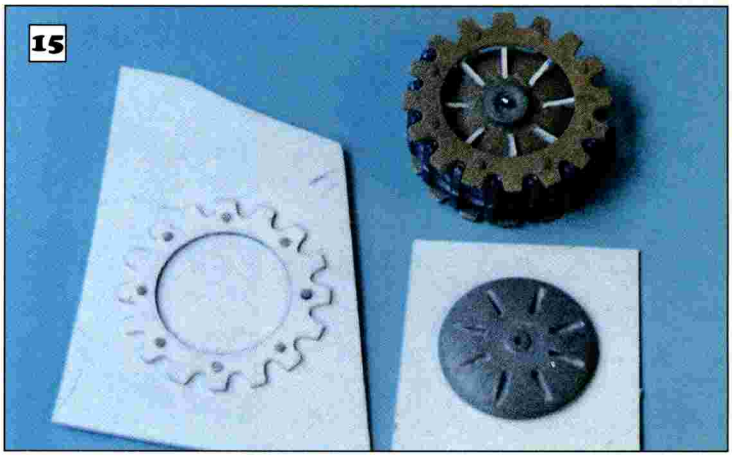


8. Front end details. 9. Front Notek light added. 10. The first attempt at fluid drive insert. 11. Fluid insert after alterations and control box mounted on cross beam. 12. Masters for wheel, track link, torsion bar and idler. 13. Armoured flaps for the driver. 14. Masters, moulds and castings for wheels and track links. 15. Masters for sprockets and torsion bars. 16. Top view of hull looking into driver's compartment and showing the instrument panel and seat.

of very thin plate and would overhang the sides. The bed for the demolition charge was glued in next using paper templates to obtain the correct lengths and widths before the plastic card was cut. At the time I had the intention of having the charge just leaving the bed so it would need to be detailed, which was quite straightforward.

As mentioned earlier the top plate was thin, so a piece of 20 thou card was cut which included the cut outs for the exhaust pipe and rear aiming lights. With this in place I made the exhaust silencer box by cutting out the shapes of the front and rear and then heating up some thin card to bend around it, the join, also present on the real thing, was hidden on the hull side. The two armoured covers were cut out and placed in position, then I very carefully drilled through these to mark the top plate. The covers were then moved and the holes finished off. For the spacing bars, pieces of florist wire were used, glued onto the covers and then pushed through the top deck which enabled them to be levelled out precisely.

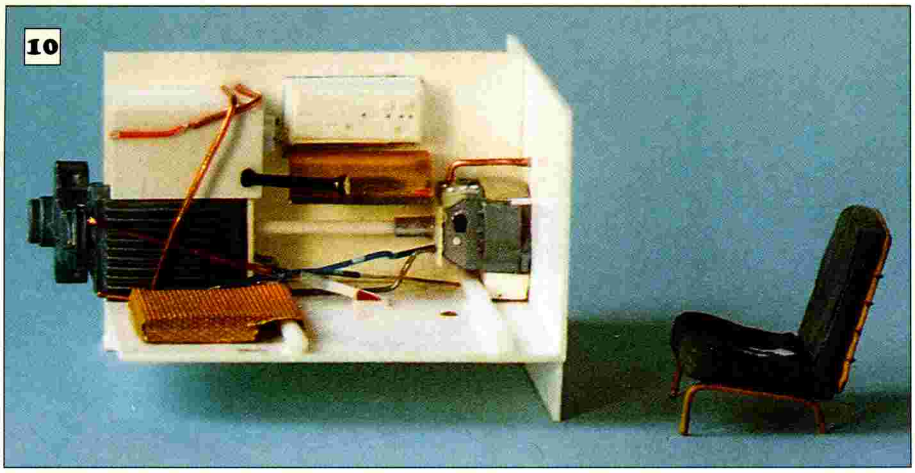
The spring clamps for the rear aiming lights were fashioned after the ones that are on my 1:15 scale Verlinden *Kübelwagen* . The exhaust pipe was made of rod with the ends detailed in Milliput. The rear details were made in resin - the Notek night driving convoy light and small access panel with the larger panel being made from plastic card. As I had some nuts left over from some of the castings which did not go too well, these were used for other details. At this stage the rear tow hooks were glued on as well.

The hatches to the right of the driver's position were made next, their sizes being determined from the drawings in conjunction with the photographs, because if they are incorrect it is immediately noticeable to the eye. As I went through the stages any details that were needed were added, but only if it did not interfere with anything else.

Demolition charge

It was at this time that I realised that the demolition charge would have to put in place because the actuating gear would be visible on the back edge of the container and the release gear would be seen on the vehicle. *Templates* was the word of the day! (Or should that be months?) By first cutting a paper template to size made everything a lot easier to get the major details correct before any plastic was cut.

The demolition box was not too hard to build as the parameters were already set. The major part which took some working out was the front of the box. By very carefully examining to see how far forward the box was in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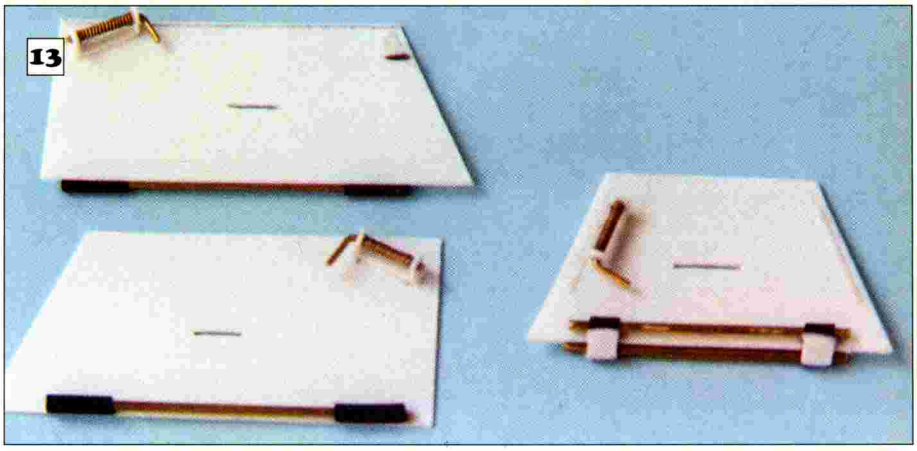
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relation to the front of the vehicle, it became quite easy to gauge its correct length.

The spring loaded arms were measured from the 1:35 scale kit and by close scrutiny of the photos these were detailed with plastic card, brass rod, tubing and some Verlinden Productions bolts. The track-guards were made from a single piece of plastic card which I gently heated so it would bend and fit along the pencil line I had drawn.

For most of the time the Azimut kit was 'nearly correct', but certain items were missing and by very careful study of the photos these were added to the model.

Interior details

Originally I had intended to make the engine and fluid coupling as a one-piece insert, but after constructing it I found that the side and rear plates could be seen through the open driver's position. As the real vehicle had no internal bulkheads these would be out of place. So I had to 'deconstruct' it by removing the side and rear plate and by joining the radio control box with drive shaft cover, was able to overcome this hiccup. To ensure that none of the interior could be seen this was sprayed black.

One set of items that you may have noticed is that the flanges for the torsion bars were glued on to the hull before the bars. The reason for this is that the torsion bars are 'handed' in the kit, but as it would be awkward to make perfect sets of right and left-handed bars with the flanges on it was simpler to make one master for the flange and cast off the 10 that were needed.

Making moulds

The drive shaft cover was made in card with Verlinden Productions' bolt head details and then two were cast off. As I needed these to be totally correct, I made a casting box, using plastic card and placed the master inside, face upwards. A liquid rubber was poured onto the master and when it had cured I was able to cast up the covers in polyurethane resin.

This was the first time that I have used rubber to cast from; normally I use Plasticine, which is simple to use on single faced items. By heating Plasticine in a microwave oven until it is soft, it is then rolled flat. Sprinkle some talcum powder on the Plasticine to prevent the master sticking which is then pushed into it to form the mould. After a little while the Plasticine will harden again, then the resin is poured into the mould and, hey presto! The part is made - if all goes well, that is.

Using an RTV rubber mould it took about five tries to get two usable drive covers. The main problem was that air bubbles would get in the bolt detail and stop the resin from filling the holes up. To overcome this I used a blunt cocktail stick to poke in the holes in the mould which caused the resin to take the place of the air bubbles.

Wheels

I knew that the wheels and tracks would be a major headache so by nearly completing the body work it would spur me on to finish the vehicle. The size of the wheels was known, so three laminates of plastic card were glued together and mounted in my Como drill. While the drill was spinning the edges were shaved down until the correct diameter was made. The centre was cut out next and then the centre shaft was put in place. The distance that was left was divided by two, which then became the size for the spokes. One master was made for the spoke, leaving this a longer than needed, and then this was pushed into some Plasticine and 10 spokes were cast off. Six of these were glued inside the wheel and this became my master pattern. As the rear idler is similar, but smaller, I did exactly the same for this as well.

With one master for the wheel and one for the idler it was time to make the two rubber moulds to cast the parts from.

Moulding the wheels

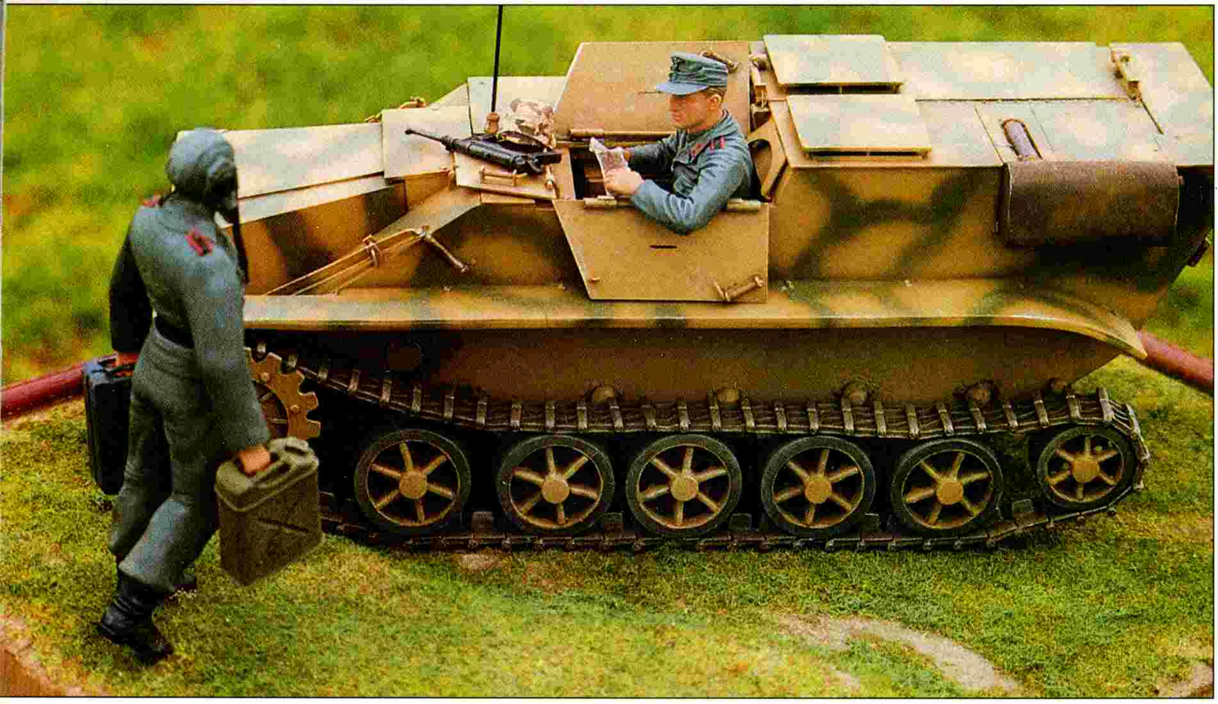
To make two moulding boxes I 'borrowed' some Duplo bricks (larger Lego bricks) from my son's toy box and made the boxes. At the bottom of these I placed some Plasticine into which pushed the masters, but only half way. To ensure that the new wheels would come out of the mould effortlessly the Plasticine had to cover at least half way up the spokes otherwise they may have broken when taking them out of the mould. Once the Plasticine had hardened I pushed the end of my hobby knife into the corners to make keys which helps to keep the two moulds in alignment.

The cold cure or RTV silicone rubber was poured onto the top of the master. I had sprayed some WD40 onto the Plasticine and master first as this stops the rubber form sticking to them. Once the rubber had hardened the mould was turned upside down and the Plasticine pushed out. The mould was placed on a flat surface upside down and then more rubber was poured onto the other half over the master in place in the first pour of rubber. I left the moulds for a full day to make sure that they were totally cured, which seemed a life time, but when I opened the moulds I found that they were perfect. I cut a large vent into the rubber to act as a pouring hole and an air vent for the air which would be displaced when the resin was poured in.

Pouring the resin

I mixed up the resin and poured this into the mould; after it had set I opened the mould to find that the resin had not fully formed around the mould. To overcome this I poured resin into both parts of the mould and then gripped them together, I used elastic bands to hold them tight and then by gently squeezing the mould halves to expel any air that surfaced was filled with more resin. Once this had set I opened the mould and found a perfect wheel. As I needed 20 wheels and four idlers it took nearly a whole day to cast these, near the end the masters were becoming stressed with bits of rubber coming off, but as I had used all the rubber compound up I persevered with the two master moulds I had made.

As I had room in the mould for the idler I cast the torsion bar in this one as well. Eventually I had enough wheels, idlers, and torsion bars, but I also had an awful lot that I could not use, so these were 'binned'.



Figures

During discussions with Ken Jones he mentioned how much better the vehicle would look with a driver figure and perhaps one or two others, as this would help to convey a story and indicate the size of the vehicle. With this in mind I decided to use the driver from the Kirin range and the *StuG* crewman from Verlinden Productions. The StuG crewman's uniform was altered to army with mostly alterations to his tunic. The chin strap and radio cable were added as these are integral to the fabric *Luftwaffe* type helmet. The kit hands were kept, but adapted to take the two petrol cans; I also pushed the arms further away from the body so that the cans would clear the figure's body.

Making tracks

The tracks were made from a master, but after making two moulds which ripped every time, I took the castings out I began to despair.

It was while I was at an armoured vehicle rally (Beltring) that I got talking to Ian Hanratty of Armour Information Service who mentioned he knew someone who might be able to cast the track links for me. He introduced me to Horst Kälinke of Continental Model Supply Company who advertises in ***Military Modelling*** quite often who said that he would be more than happy to cast the track links for me. I gave him my master and he cast the links up, in metal, even though he told me that my master was not quite right. On receipt of the links I saw what he meant. The links needed some cleaning up to fit correctly, but given that the castings were superb it took only about two minutes for each link to be corrected. This may seem a long time, but I have had resin links which have taken up to five minutes to clean up. Given that this was my first attempt at making a track link I was more than pleased.

Sprockets

To make the sprocket I first had to break one down into easily castable parts. The first stage was to make the outer toothed ring which took quite a few tries to get correct. Another fact to take into account is whether the kit part is correct and thus, whether my track links were correct too. After some measuring I realised that the track link was slightly deeper than it should have been and to overcome this I would have to either, make a new track link, or make the toothed ring fit the track link. In the end I took the whimps way out and made the toothed ring slightly bigger than it should be which saved a lot more work in casting up the tracks.

One toothed ring was made and I cast up about seven more, using the 'Plasticine method', which ensured enough rings were available. Out of the eight, four were perfect. The back of the sprocket was made next. I used Milliput for the shape cast them up. This left only the vanes which I cut from card and to ensure that they were the correct height. I turned the back piece over and gently rubbed them down until the back was the correct height. As I knew that the distance was 5mm from the back piece to the back of the sprocket it just took a little time to get the correct height. Once these were made all the sub assemblies were glued together making sure that all the teeth lined up correctly.

Finishing off

The torsion bars were measured for height ride and glued at the correct angles and holes were drilled into the backs of the sprockets to take brass tubing which attached them to the superstructure.

As all of the sub-assemblies were now complete it was a small matter to spray them up. The wheels, idlers and armoured covers were left separate to ease spraying plus, I made the track links into link and length sections, mostly 10 at a time, for the long lengths and either five or seven for the drive sprocket and idler ends. I used Humbrol 63 Matt Sand for the base coat and 173 Track Colour for the tracks. The interior was sprayed black with the dash board in sand. To find dials for the dash I used some printed photographs that were in a magazine, plus one that came out of a 'broken' Ferrari 1:24 scale car kit.

Once all the parts were sprayed up I assembled the vehicle. I was going to leave it in base coat until two people I showed it to said how good it would look once camouflaged! I decided on a random pattern in green only, but did not base it on any particular vehicle that I had photographs of.

As some of the *SdKfz 301s* had markings I decided to add some, for which I used Letraset numbers in white and hand-painted the red insert as well as the tactical symbol. The vehicle was weathered using a wash and once dry was dry-brushed and then weathered with pastles.

After I had finished the diorama a book that I had ordered came through, which had some photos that I had not seen before. It was apparent that when the vehicles were ready for action, the radio frequency that was to be used, was chalked on the vehicle, so that is what I did.

The base was deliberately chosen to be small so as not to overshadow the vehicle and kept simple, so as not to be distracting. Once all the pieces were in place it was time to reflect on what I had learned during the construction. Mainly, this is that if you want something bad enough you will find a way of accomplishing it. I have learnt an awful lot during the building of this model and now will never be able to look at any other without having a better idea of what went into the preparation of it.

On a lighter note, if you want to do as I have done, the best piece of advice I could give you is to make sure you have the best references possible and choose a vehicle you like. because as time goes by, and nothing seems to be going right, you know you are only letting yourself down and nobody else.

I am sorry that I am unable to give better building instructions, but as most of the construction was of the 'suck it and see' school of modelling, it mainly came down to 'measure, measure, cut and then double check again', most of the time.

I have already mentioned people that helped me to finish the model except for Lynn Sangster of Historex Agents who supplied the Verlinden figure and petrol cans and who has always been there for me when I needed items for dioramas, etc.

Availability

Verlinden Productions via Historex Agents, Wellington House, 157, Snargate Street, Dover, Kent CT17 9BZ England.
Cold Cure Silicone Rubber and Polyurethane Resin - Alec Tiranti Ltd, 70 High Street, Theale, Reading, Berks RG7 5AR.

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Armour Series No. 9, German Special Purpose Vehicles. Spielberger and Feist. Aero Publishers inc, California.
German Remote-Control Tank Units 1943-45, Markus Jaugitz ISBN 0764301853 Barbarossa Books, West Beynon House, 242 High Street, Bromley, Kent BR1 1PQ.
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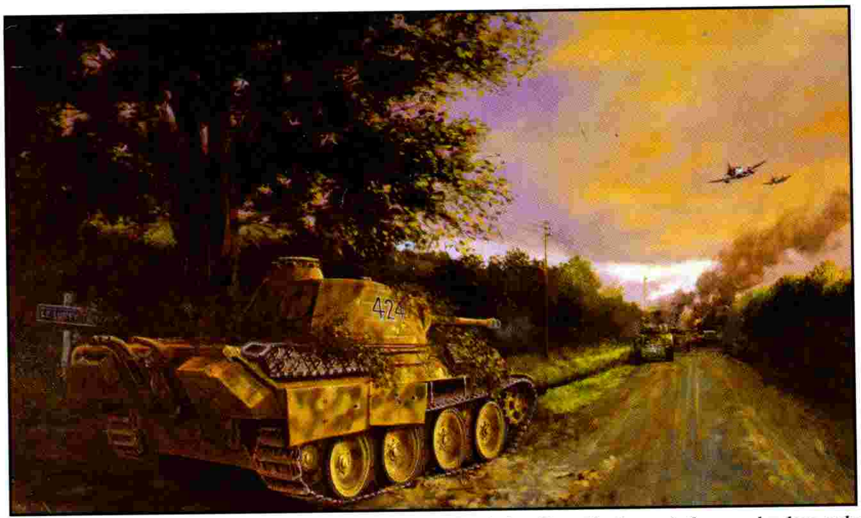

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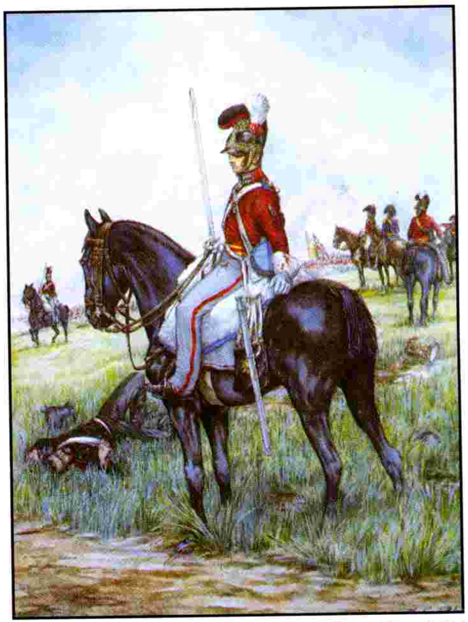

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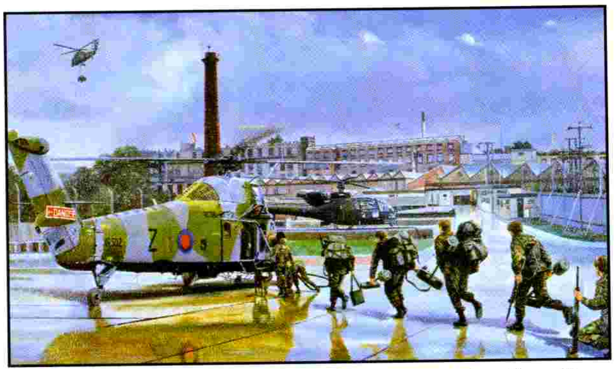

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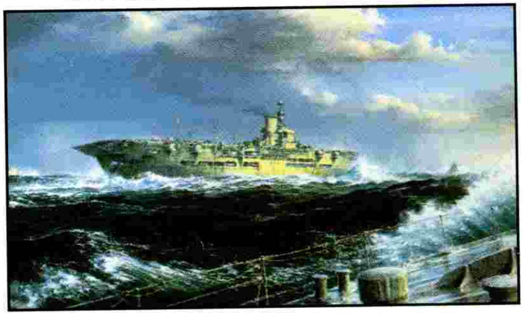

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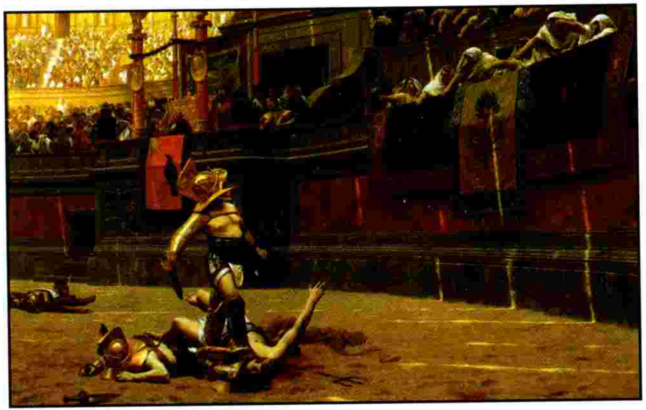

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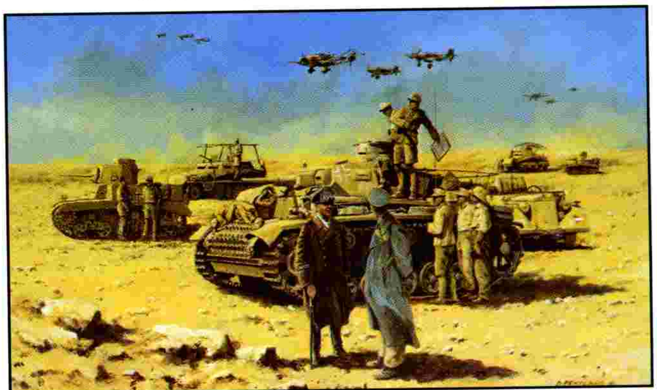

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